2003

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report

92

Tazewell County
Town of Bluefield
Town of Richlands
Town of Tazewell
Town of Cedar Bluff
Town of Pocahontas

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					I az	zewell Maintenar	ice Area	l							
Route	Length	AADT	QA	4Tire	Bus	Tri 2Axle 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Tazewell County				From:		Smarth County I	ima	ī							
16	3.66	190	G	95%	0%	Smyth County L 2% 2%	1%	0%	F	0.091	F	0.568	190	G	2003
				From:	201	92-601 Asberry									
16	4.95	540	G	95%	0%	2% 2%	1%	0%	С	0.105	F	0.583	550	G	2003
	2.77	1400	G	From: 95%	0%	92-602 2% 2%	1%	0%	F	0.087	F	0.621	1400	G	2003
16)	2.11	1400	G	95%	0%			070	Г	0.007	Г	0.021	1400	G	2003
40	1.68	2500	G	95%	0%	92-604 Scales 2% 2%	1%	0%	F	0.086	F	0.648	2500	G	2003
16)	1.00	2300	G	To:		s US 19, Bus US 460		0 70	'	0.000	'	0.040	2500	O	2003
Bus				From:		S US 19 BUS								_	
16 [19]	1.11	2800	G	97%	1%	1% 0%	1%	0%	F	0.088	F	0.582	2900	G	2003
Bus				From:		WCL Tazewel	l								
(16) (19)	0.44	1800	G	97%	1%	1% 0%	1%	0%	С	0.094	F	0.582	1900	G	2003
<u> </u>				To:		SR 16									
Fown of Tazewell Bus				From:		WCL Tazewel	1	I							
16 (19) Main Street	0.20	3000	G	98%	0%	1% 0%	1%	0%	С	0.083	F	0.514	3000	G	2003
				To: From:		ALT SR 16 Fairgrou	nds Rd								
Bus 16 19 Main Street	0.81	4500	G	98%	0%	1% 1%	1%	0%	F	0.089	F	0.537	4600	G	2003
(16) (19) Main Street	0.01	1000		To:			170		•	0.000		0.001	1000		2000
Bus				From:		Church Ave			_		_			_	
16 [19] Fincastle Trpk	0.44	5000	G	98% To:	0%	1% 1% US 19; 460 BUS M	1%	0%	F	0.094	F	0.559	5000	G	2003
				From:		US 19; 460 BUS M US 19, BUS US 46		t							
16 Tazewell Ave	0.83	4000	G	97%	0%	1% 1%	1%	0%	С	0.089	F	0.564	4100	G	2003
				To: From:		US 19, US 460)	Ļ							
16 Tazewell Ave	0.44	3200	G	98%	0%	1% 0%	1%	0%	С	0.089	F	0.555	3300	G	2003
				To:		SR 61 Riverside									
16 Riverside Dr	1.30	5300	G	98%	0%	Tazewell Ave	1%	0%	F	0.087	F	0.622	5400	G	2003
16 Riverside Dr	1.30	5500	G	90%				070	Г	0.007	Г	0.022	3400	G	2003
16 Riverside Dr	0.54	5600	G	From: 97%	0%	ALT SR 16 Fairgrou 1% 1%	nds Rd 1%	0%	С	0.081	F	0.608	5700	G	2003
16 Riverside Dr	0.54	3000	G	77 70 To:	0 /0	NCL Tazewel		0 70	C	0.001	'	0.000	3700	G	2003
Fazewell County				<u> </u>		TOE THEOWER	•	L							
				From:		NCL Tazewel	l								
16	2.67	4500	G	97%	0%	1% 1%	1%	0%	F	0.082	F	0.631	4600	G	2003
				From:		92-636 Adria									
(16)	2.62	3200	G	97%	0%	1% 1%	1%	0%	С	0.081	F	0.642	3300	G	2003
$\overline{}$				To: From:		92-644		-							
(16)	2.55	2200	G	97%	0%	1% 1%	1%	0%	F	0.086	F	0.539	2200	G	2003
<u> </u>				To:		West Virginia State	Line								
Town of Tazewell				Erom:		HG 10 D M :	Cı	ı							
ALT 16 Fairgrounds Road	0.73	3100	G	97%	0%	US 19 Bus Main 1% 0%	1%	0%	С	0.09	F	0.515	3100	G	2003
10) i diigiodilas itoda	0.73	3100	3	J1 /0	0 /0			0 /0	C	0.00	'	0.010	3100	J	2000
ALT				From:		NCL Tazewel		-							
(16)	0.17	3400	G	97%	0%	1% 0%	1%	0%	F	0.087	F	0.536	3500	G	2003
ALT				From:		US 19 Tazwel	l								
	0.43	3000	G	98%	0%	1% 0%	1%	0%	С	0.096	F	0.536	3000	G	2003
16)				To		SCL Tazewell									
ALT	0.00	0.40-		From:	001				_	0.00-	_	0.500	0500		0000
16 Fairgrounds Road	0.28	3400	G	98% To:	0%	1% 0%	1%	0%	F	0.085	F	0.528	3500	G	2003
						SR 16 Riverside	ועו								
r u.c.															
Fazewell County				From:		Russell County I	ine	I							
Tazewell County	2.38	12000	G	91%	0%	Russell County L	ine 5%	0%	F	0.08	F	0.568	12000	G	2003

					Taz	zewell Maintenan	ce Area	l							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Tazewell County							HHAII	ZIIdii		racioi		Factor			
\sim			_	From:		92-609			_		_			_	
[19]	3.04	13000	G	91%	0%	2% 1%	5%	0%	F	0.074	F	0.543	14000	G	2003
~				From:		US 460 Claypool					_				
[19]	5.73	13000	G	93%	0%	2% 1%	3%	0%	F	0.077	F	0.533	14000	G	2003
~	5.40	40000		From:	00/	92-639	00/			0.070		0.540	10000		0000
[19]	5.13	13000	G	93%	0%	2% 1%	3%	0%	F	0.079	F	0.516	13000	G	2003
~				From:	201	US 19, Bus US 4			_		_		40000	_	
[19]	1.72	12000	G	93% To:	0%	2% 1% WCL Tazewel	3%	0%	F	0.078	F	0.535	12000	G	2003
Town of Tazewell				<u> </u>		WCL Tazewei									
TOWN OF TAZEWEN				From:		WCL Tazewel									
(19)	1.43	12000	N	93%	0%	2% 1%	3%	0%	Ν	0.078	Ν	0.535	12000	Ν	2003
<u> </u>				To: From:		SR 61									
(19)	0.82	8900	G	93%	0%	2% 1%	3%	0%	F	0.078	F	0.575	9300	G	2003
<u> </u>				To:		ECL Tazewell									
Tazewell County															
	1.02	9000	N	From:	00/	ECL Tazewell	20/	00/	N.I	0.070	NI	0.575	0200	NI	2002
[19]	1.93	8900	N	93%	0%	2% 1%	3%	0%	N	0.078	N	0.575	9300	N	2003
$\overline{}$		40000		From:	00/	Bus US 460	00/	00/		0.004		0.500	10000		0000
19	5.75	12000	G	93%	0%	2% 1%	3%	0%	F	0.081	F	0.598	12000	G	2003
				From:		92-680 East									
19	4.86	14000	Α	93%	0%	2% 1%	3%	0%	С	0.099	Α	0.525	15000	Α	2003
				To: From:		92-720 W		-							
(19)	0.10	15000	G	93%	0%	2% 1%	3%	0%	F	0.082	F	0.512	15000	G	2003
~				To- From:		US 460		F							
(19)	1.56	4000	G	93%	0%	2% 1%	3%	0%	F	0.085	F	0.559	4200	G	2003
<u> </u>				To:		WCL Bluefield									
Town of Bluefield															
\sim	4.40	4000	_	From:	40/	WCL Bluefield		00/	_	0.004	_	0.570	4400	_	0000
[19]	1.16	4000	G	94%	1%	2% 2%	2%	0%	С	0.084	F	0.570	4400	G	2003
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~				From:	201	Montrose St	40/						-100		
(19) Virginia Ave	0.95	4700	G	96% To:	0%	1% 1%	1%	0%	F	0.079	F	0.511	5100	G	2003
				From:		Walnut Ave Virginia Ave									
(19) Walnut Ave	0.05	2300	G	96%	0%	1% 1%	1%	0%	F	0.118	F	0.785	2500	G	2003
				To:		SR 102 College A		1							
19	0.76	6300	G	96%	0%	1% 1%	1%	0%	С	0.087	F	0.543	6900	G	2003
19				To:		West Virginia State									
Tazewell County															
Bus				From:		US 19, US 460									
[19]	1.58	1900	G	94%	1%	1% 2%	2%	0%	F	0.096	F	0.611	1900	G	2003
Pue				To: From:		SR 91									
Bus 19	0.27	1700	G	94%	1%	1% 2%	2%	0%	С	0.092	F	0.512	1700	G	2003
(19)				To:				1							
Bus (19)				From:		SR 16			_					_	
[19]	1.11	2800	G	97%	1%	1% 0%	1%	0%	F	0.088	F	0.582	2900	G	2003
Bus				From:		WCL Tazewel									
(19)	0.44	1800	G	97%	1%	1% 0%	1%	0%	С	0.094	F	0.582	1900	G	2003
				To:		SR 16			_					·	
Town of Tazewell															
Bus				From:		WCL Tazewel									
(19) Main Street	0.20	3000	G	98%	0%	1% 0%	1%	0%	С	0.083	F	0.514	3000	G	2003
Pue				To: From:		ALT SR 16 Fairgrou	nds Rd								
Bus 19 Main Street	0.81	4500	G	98%	0%	1% 1%	1%	0%	F	0.089	F	0.537	4600	G	2003
19	3.01	.000	•	To:	570	Church Ave	1 /0	7,0	•	2.000	•	0.007	1000	_	_000
						C.I.M. 011 / 1 / 0									

					Taz	zewell M	aintenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Tazewell																
Bus 19 Fincastle Trpk	0.44	5000	G	98%	0%	1%	urch Ave 1%	1%	0%	F	0.094	F	0.559	5000	G	2003
Bus				To: From:		Taz	ewell Ave		-							
19 Fincastle Trpk	1.65	8300	G	98%	0%	1%	1%	1%	0%	С	0.083	F	0.518	8500	G	2003
Bus				To: From:		SR 61 I	Ben Bolt B	lvd	-							
19 Fincastle Trpk	0.65	5600	G	98% To:	0%	1% ECL	1% Tazewell	1%	0%	F	0.089	F	0.576	5700	G	2003
Tazewell County																
Bus				From:			Tazewell									
[19]	0.93	4500	G	98% To:	0%	1%	1%	1%	0%	F	0.08	F	0.611	4500	G	2003
				10.		US	9, US 460									
Town of Tazewell				From:		SR 16	Γazewell A	ve	I							
61	0.86	5100	G	97%	0%	1%	1%	1%	0%	С	0.089	F	0.584	5100	G	2003
				To: From:		US 1	9, US 460									
61	0.06	6600	G	98%	0%	1%	0%	1%	0%	F	0.086	N	0.566	6600	G	2003
<u>(61)</u>	0.63	6600	G	98%	0%	1%	Tazewell 0%	1%	0%	F	0.086	F	0.566	6700	G	2003
$\frac{\sim}{-}$				To: From:		NCI	Tazewell									
61)	0.60	7200	G	98%	0%	1%	0%	1%	0%	С	0.087	F	0.551	7300	G	2003
	0.48	5900	G	97%	0%	1%	60 BUS Fi 1%	incastle T	pke 0%	F	0.109	F	0.557	6000	G	2003
61	0.40	3900	G	91 /0 To:	0 70		Tazewell	1 /0	0 70		0.109		0.557	0000	G	2003
Tazewell County									<u> </u>							
				From:		SCL	Tazewell									
61	4.43	3600	G	97%	0%	1%	1%	1%	0%	С	0.084	F	0.599	3700	G	2003
				From:			23 Gratton									
61	7.31	1300	G	97%	0%	1%	1%	1%	0%	F	0.086	F	0.536	1300	G	2003
	1.65	610	G	From: 97%	0%	92-662 1%	Cove Cree	ek 1%	0%	F	0.090	F	0.508	620	G	2003
61	1.03	010	G	77 70 To:	0 /0		County Lir		0 /0		0.090		0.500	020	G	2003
Russell County																
Russen County				From:		Russell	County Li	ne								
67	1.61	5800	G	93%	0%	1%	3%	3%	0%	F	0.076	F	0.522	5900	G	2003
				To:		US 4	460 Raven									
Tazewell County				From:		HS.	460 Raven		ı							
67)(460)	0.56	12000	G	96%	0%	1%	1%	2%	0%	F	0.078	F	0.526	13000	G	2003
				То:			Richlands									
Town of Richlands				From:		~	D: 11 1		Т							
(67) (460)	0.82	12000	N	96%	0%	1%	Richlands 1%	2%	0%	N	0.078	N	0.526	13000	N	2003
Due Due				From:		US 460;	BUS US 4	460								
67 A60 Front St	0.27	13000	G	99%	0%	1%	0%	0%	0%	С	0.081	F	0.501	13000	G	2003
				To: From:		BUS US	460 P, 2nd	d St								
67 A60 Front St	0.58	6900	G	99%	0%	1%	0%	0%	0%	F	0.088	F		7000	G	2003
	Combined Traffic:	13000	G	97%	0%	1%	1%	1%	0%	F	NA	•		14000	G	2000
							Railroad A			-					-	
Bus Front Ct			_	From:	40/					_	0.000			7400		2002
67 460 Front St		6900	G	93%	1%	6%	0% 1%	0% 2%	0% 0%	F	0.088	F		7100	G N	2003
	Combined Traffic:	11000	N	93% To:	1%	4% BUS US	1% 5 460 From	2% t St	0%	N	NA			11000	N	
				1		2000	, 100 F10H									

					la	zewell Ma	aintenan	ce Area	l							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Richlands				From:		D 110	160.77									
Norfolk St	0.04	1200	G	93%	0%	1%	460 Front 1%	4%	0%	F	0.096	F	0.731	1200	G	2003
67 Norfolk St	Combined Traffic:	2200	G	93%	1%	1%	2%	3%	0%	F	NA	'	0.751	2200	G	2003
	Combined Traine.	2200	J	To:	1 /0		2nd St	370	070	į	INA			2200	J	
				From:			orfolk St									
(67) 2nd Street	0.05	4000	N	93%	0%	1%	1%	4%	0%	Ν	0.096	N	0.739	4100	N	2003
	Combined Traffic:	11000	N	93%	1%	4%	1%	2%	0%	Ν	NA			11000	N	
				To: From:		Par, Bus U 67 Par, Bus										
67 Railroad St	0.41	4000	G	93%	0%	1%	1%	4%	0%	F	0.096	F	0.739	4100	G	2003
<u> </u>				To:		т	JS 460									
(67) Railroad St	0.63	2700	G	From:	1%	2%	2%	2%	0%	С	0.086	F	0.553	2800	G	2003
(67) Hamildad St	0.00	2.00	•	To:	170		Richlands			Ū	0.000	•	0.000	2000	Ū	2000
Tazewell County									-							
Tazeweii County				From:		NCL	Richlands	3								
(67)	6.91	1900	G	93%	0%	1%	1%	4%	0%	С	0.085	F	0.581	2000	G	2003
				To:		92-616	Whites St	ore								
Town of Richlands				<u> </u>												
			_	From:			460 Front			_		_			_	
(67) Railroad St	0.05	950	G	93%	1%	2%	2%	2%	0%	F	0.119	F		960	G	2003
$\smile$	Combined Traffic:	2200	G	93% To:	1%	1%	2%	3%	0%	F	NA			2200	G	
				10.		SK 0/	Second S	ot								
Tazewell County				From:		Smyth	County Li	ne	I							
01	5.37	60	G	99%	0%	1%	0%	0%	0%	F	0.138	F	0.625	60	G	2003
91	0.0.		•	Tai				• 70		•	000	•	0.020			
	5.64	40	G	99%	0%	1%	02-607 0%	0%	0%	С	0.224	F	0.692	45	G	2003
91	3.04	40	•	3370	0 70			0 70	070	C	0.224	'	0.032	40	U	2003
	2.02	170		From:	00/		02-604	00/	0%	F	0.440	F	0.504	470		2002
91)	2.62	170	G	99%	0%	1%	0%	0%	0%	Г	0.113	Г	0.561	170	G	2003
				From:			Maiden Sp	_								
91	9.48	180	G	99% To:	0%	1%	0%	0%	0%	F	0.126	F	0.64	180	G	2003
				10.		US 19 C	rocketts S	tore								
Town of Bluefield				From:		West Virg	rinia Stata	I ino	1							
102 Stadium Dr	0.39	7100	G	97%	0%	1%	0%	2%	0%	F	0.081	F	0.51	7700	G	2003
102) Stadiani Bi	0.00	7 100	·	To:	0 70		lege Ave	270	070	•	0.001	•	0.01	7700	Ü	2000
				From:			dium Dr									
(102) College Ave	0.87	12000	G	97%	0%	1%	0%	2%	0%	С	0.086	F	0.55	13000	G	2003
				To: From:		Vall	leydale St		ŀ							
(102) College Ave	0.80	10000	G	96%	0%	1%	0%	2%	0%	С	0.086	F	0.52	11000	G	2003
				To		Ro	ollins St									
(102) College Ave	0.31	9500	G	96%	0%	1%	0%	2%	0%	F	0.089	F	0.557	10000	G	2003
102				To:												
(102) College Ave	0.07	9000	G	96%	0%	1%	ewell Ave 0%	2%	0%	F	0.093	F	0.532	9800	G	2003
102) 50110907110	0.01	0000	•	- T	070					•	0.000	•	0.002	0000	Ū	2000
102 College Ave	0.58	3800	G	From: 95%	0%	Virg 1%	ginia Ave 1%	2%	0%	С	0.085	F	0.615	4100	G	2003
102 College Ave	0.56	3000	G	93 76 To:	076		Bluefield		076	C	0.065	Г	0.013	4100	G	2003
T. H.C. :						INCL	- Diacifold		I							
Tazewell County				From:		NCI	Bluefield									
(102)	4.13	4400	G	97%	0%	1%	1%	2%	0%	С	0.089	F	0.673	4500	G	2003
102				To:												
(400)	0.20	2700	G	From: 97%	0%	West Virg	ginia State 1%	2%	0%	F	0.086	F	0.644	2800	G	2003
102	0.20	2100	3	F	0 /0				J /0		0.000	•	0.044	2000	J	2000
	0.00	2400		From:	00/	West Virg			00/		0.005		0.655	2400		2002
102	0.60	3100	G	97% To:	0%	1%	1% Pocahonta	2%	0%	F	0.085	F	0.655	3100	G	2003
						ECL.	ı ocanonla	3								

					ıa	zeweli Mairiteriai	ICE AI CO	l.							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Pocahontas				From:		ECI Dasahant									
102)	0.25	3100	N	97%	0%	ECL Pocahonta	2%	0%	Ν	0.085	N	0.655	3100	N	2003
				To		Beginning of SR	102								
Tazewell County				From:		Decelerate Country	r :	-							
(460)	3.99	8700	G	96%	0%	Buchanan County 1% 1%	2%	0%	F	0.075	F	0.568	9100	G	2003
4400				To:		92-804									
(460)	2.06	10000	G	96%	0%	1% 1%	2%	0%	F	0.079	F	0.501	11000	G	2003
<u></u>				To: From:		SR 67									
<b>460</b>	0.56	12000	G	96% To:	0%	1% 1%	2%	0%	F	0.078	F	0.526	13000	G	2003
Town of Richlands						WCL Richland	S	L							
				From:		WCL Richland									
(460)	0.82	12000	N	96%	0%	1% 1%	2%	0%	N	0.078	N	0.526	13000	N	2003
	1.22	40000		From:	00/	BUS US 460	20/	00/		0.075		0.540	10000		2002
(460)	1.32	18000	G	96%	0%	1% 1%	2%	0%	F	0.075	F	0.512	19000	G	2003
(460)	0.38	16000	Α	From: 96%	0%	SR 67 1% 1%	2%	0%	С	0.223	Α	0.561	16000	Α	2003
400	0.00			To:	0,70	ECL Richland		0,0		0.220					
Tazewell County				_											
(460)	0.87	16000	N	96%	0%	ECL Richland	2%	0%	N	0.223	N	0.561	16000	N	2003
460	0.07		.,	To:	070	WCL Cedar Blu		070	.,	0.220	.,	0.001	10000	.,	2000
Town of Cedar Bluff				-				_							
(400)	1.62	20000	G	96%	0%	WCL Cedar Blu	1ff 2%	0%	F	0.076	F	0.519	21000	G	2003
460	1.02	20000		JO 70	070	BUS US 460	2 /0		'	0.070		0.010	21000	0	2000
(460)	0.09	19000	G	96%	0%	1% 1%	2%	0%	F	0.081	F	0.520	20000	G	2003
				To:		ECL Cedar Blu	ff								
Tazewell County				From:		ECL Cedar Blu	ff	ī							
(460)	1.16	19000	N	96%	0%	1% 1%	2%	0%	Ν	0.081	Ν	0.520	20000	Ν	2003
				To: From:		US 19 West Interse	ection	1							
(460)(19)	5.73	13000	G	93%	0%	2% 1%	3%	0%	F	0.077	F	0.533	14000	G	2003
<del>*</del> *				To: From:		92-639		-							
460 (19)	5.13	13000	G	93%	0%	2% 1%	3%	0%	F	0.079	F	0.516	13000	G	2003
	1.70	12000	G	From: 93%	0%	US 19, Bus US 4 2% 1%	3%	0%	F	0.078	F	0.535	12000	G	2003
[460] [19]	1.72	12000	G	93 76 To:	076	WCL Tazewel		076	Г	0.076	Г	0.555	12000	G	2003
Town of Tazewell															
~~~	1 42	42000	N	From:	0%	WCL Tazewel		0%	N	0.070	NI	0.525	12000	NI	2002
[460] [19]	1.43	12000	N	93%	0%	2% 1%	3%	0%	N	0.078	N	0.535	12000	N	2003
(460) (19)	0.82	8900	G	From: 93%	0%	SR 61 2% 1%	3%	0%	F	0.078	F	0.575	9300	G	2003
400 (19)				To:		ECL Tazewel					-				
Tazewell County				E		p.or. m									
(460)(19)	1.93	8900	N	93%	0%	ECL Tazewell	3%	0%	N	0.078	N	0.575	9300	N	2003
460 19				To: From:	- / 0	Bus US 460	- / 0								
(460)(19)	5.75	12000	G	93%	0%	2% 1%	3%	0%	F	0.081	F	0.598	12000	G	2003
				To: From:		92-680									
(460) (19)	4.86	14000	Α	93%	0%	2% 1%	3%	0%	С	0.099	Α	0.525	15000	Α	2003
~~~				From:		92-720 W						_			
(460) (19)	0.10	15000	G	93% To:	0%	2% 1%	3%	0%	F	0.082	F	0.512	15000	G	2003
				10.		US 19 East Interse	ction								

					Taz	zewell M	aintenar	ice Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Trı 3+Axle	uck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Tazewell County				From:					1							
(460)	1.91	13000	G	96% To-	0%	1%	1%  Bluefield	2%	0%	F	0.079	F	0.652	14000	G	2003
Town of Bluefield																
~~~	4.45	42000	_	From:	40/		Bluefield		00/		0.004	_	0.554	12000		2002
<u>460</u>	1.45	13000	G	92%	1%	1%	1%	5%	0%	С	0.091	F	0.551	13000	G	2003
460	1.67	15000	G	96%	0%	1%	92-720 1%	2%	0%	F	0.087	F	0.514	16000	G	2003
(100)	0.09	19000	G	From: 94%	0%	1%	F-868 0%	4%	0%	С	0.088	F	0.530	19000	G	2003
(460)	0.03	19000		70 To:	0 70		ginia State		070		0.000	'	0.550	19000	<u> </u>	2003
Tazewell County																
Bus Bus	1.58	1900	G	94%	1%	US 1 1%	19, US 460 2%	2%	0%	F	0.096	F	0.611	1900	G	2003
(460) (19)	1.30	1900	G	34 70	1 70			∠70	U70	Г	0.090	Г	0.011	1900	G	2003
Bus Bus	0.07	4700		From:	407		SR 91	001		^	0.000	_	0.540	4700		0000
(460) (19)	0.27	1700	G	94%	1%	1%	2%	2%	0%	С	0.092	F	0.512	1700	G	2003
Bus Bus				From:			SR 16									
(460) (19)	1.11	2800	G	97%	1%	1%	0%	1%	0%	F	0.088	F	0.582	2900	G	2003
Bus Bus				To: From:		WCI	L Tazewel	l								
(460) (19)	0.44	1800	G	97%	1%	1%	0%	1%	0%	С	0.094	F	0.582	1900	G	2003
~ ~				To:			SR 16		Ţ							
Town of Tazewell Bus Bus				From:		WCI	L Tazewel	1	T							
(460) (19) Main Street	0.20	3000	G	98%	0%	1%	0%	1%	0%	С	0.083	F	0.514	3000	G	2003
Bus Bus				To: From:	4	ALT SR 10	6 Fairgrou	nds Rd								
460 19 Main Street	0.81	4500	G	98%	0%	1%	1%	1%	0%	F	0.089	F	0.537	4600	G	2003
\bigcirc				To: From:		Ch	urch Ave									
Bus Bus 460 19 Fincastle Trpk	0.44	5000	G	98%	0%	1%	1%	1%	0%	F	0.094	F	0.559	5000	G	2003
				To:			ewell Ave								-	
Bus Bus 460 10 Fincastle Trpk	1.65	8300	G	98%	0%	1%	1%	1%	0%	С	0.083	F	0.518	8500	G	2003
460 19 Fincastle Trpk	1.00			To:	0 /0		Ben Bolt B		- J		0.000		0.010			
Bus Bus Financtio Trok	0.65	E600		From:	00/				00/	_	0.000	г	0 F76	E700	-	2002
(460) (19) Fincastle Trpk	0.65	5600	G	98% To:	0%	1% ECL	1% Tazewell	1%	0%	F	0.089	F	0.576	5700	G	2003
Tazewell County									I							
Bus Bus		4	_	From:	co.		Tazewell		601	_		_	0.0::	.=	_	0005
[460] [19]	0.93	4500	G	98% To:	0%	1% US 19	1% 9 & US 46	1%	0%	F	0.08	F	0.611	4500	G	2003
Town of Richlands						OB 1;	0570	~	<u> </u>							
Bus				From:			JS 460									_
Front St	0.27	13000	G	99%	0%	1%	0%	0%	0%	С	0.081	F	0.501	13000	G	2003
Bus				From:		Bus US	460 P, 2n	d St								
(460) Front St	0.58	6900	G	99%	0%	1%	0%	0%	0%	F	0.088	F		7000	G	2003
Combined	d Traffic:	13000	G	97%	0%	1%	1%	1%	0%	F	NA			14000	G	
Bus				From:		SR 67 P	Railroad	Ave	-							
(460) Front St	0.04	6900	G	93%	1%	6%	0%	0%	0%	F	0.088	F		7100	G	2003
Combined	d Traffic:	11000	N	93%	1%	4%	1%	2%	0%	Ν	NA			11000	N	
Bus				To: From:		SR 67	Norfolk S	St								
(460) Front St	0.18	6100	G	93%	1%	6%	0%	0%	0%	F	0.099	F		6100	G	2003
Combined	d Traffic:	12000	G	94%	1%	4%	0%	0%	0%	F	NA			12000	G	
				To:		Bus US	460 P 2nd	d St								

						Ta	zewell M	laintenar	ice Area	ì							
Route		Length	AADT	QA	4Tire	Bus		3+Axle		2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Richlands					From:												
Bus 460 Front St		0.92	9600	G	93% To:	1%	6%	0% Cedar Blu	0%	0%	С	0.093	F	0.55	9700	G	2003
Town of Cedar Blut	ff				l .												
Bus		2.25	4600	G	93%	1%	ECI 6%	Richlands	0%	0%	F	0.087	F	0.557	4700	G	2003
(460)		2.25	4000		To:	1 70		US 460	070	070	'	0.007	'	0.557	4700		2003
Town of Richlands					From:		D. III	7.460 F	. 0.	-							
Bus 2nd Street		0.57	6600	G	96%	1%	2%	5 460 Fron 1%	1%	0%	F	0.085	F		6700	G	2003
(1)	Combined 7	Traffic:	NA									NA			NA		
Bus					To: From:		SR 67	Railroad A	ive								
(460) (67) 2nd St		0.05	4000	N	93%	0%	1%	1%	4%	0%	N	0.096	N	0.739	4100	N	2003
~ ~	Combined 1	Traffic:	11000	N	93%	1%	4%	1%	2%	0%	N	NA			11000	N	
Bus		0.05		_	From:	40/		7 Norfolk S			_	0.407	_		5000	_	2222
2nd Street	Combined 1	0.25	5500 12000	G G	96% 94%	1% 1%	2% 4%	1% 0%	1% 0%	0% 0%	C F	0.107 NA	F		5600 12000	G G	2003
	Combined	Traino.	12000		Tn·	170		S 460 Fron		070		1471			12000		
Tazewell County					From:		EG	(T 11		1							
600		0.20	720	R	r rom.		EC.	L Tazewell				NA			NA		1999
					To:			92-1316									
600		0.05	180	R	110111							NA			NA		1999
		0.04	240		From:		0.05	ME 92-131	6			NIA			NIA		44/07/2002
600		0.01	210	R	To			22.1217				NA			NA		11/07/2002
600		1.37	70	R	From:			92-1317				NA			NA		11/07/2002
					To		Γ	Pead End									
		7.90	350	G	From: 98%	0%	1%	SR 91 0%	0%	0%	С	0.107	F	0.79	360	G	2003
601)		7.90	330	<u> </u>	90 /0 To:	0 76		766 WEST		0 /6	C	0.107	ı	0.79	300		2003
(601)		1.27	380	G	From: 98%	0%	1%	0%	0%	0%	F	0.100	F	0.728	380	G	2003
					To- From:			16 WEST 16 EAST									
601)		2.35	80	R			J.N.	. 10 EAST				NA			NA		1999
					To:			Pead End									
(602)		0.20	340	R	From:			92-604				NA			NA		1999
(602)		0.20		.`	To:			92-710									1000
602		0.36	310	R	From:			,2 ,10				NA			NA		1999
					To- From:			92-606									
602		1.10	70	R								NA			NA		1999
(602)		0.70	180	R	From:			92-605				NA			NA		1999
602		0.70			To		SR	16 WEST									1000
(602)		1.40	46	R	From:		SR	16 EAST				NA			NA		10/23/2002
602					To:			92-611				,					
602		0.75	110	R	From:							NA			NA		1999
					To: From:		0.75	ME 92-61	1								10/57/57
602		1.54	80	R	_							NA			NA		10/23/2002
		0.51	90	R	From:		2.29	ME 92-61	1			NA			NA		10/23/2002
602					To:		92-	604 EAST									

Route	Length	AADT	QA	4Tire	Bus 2ANO 3+ANO 1Trail 2Trail	(.)(;	QK Dir	AAWDT C)W Year
Tazewell County					2Axle 3+Axle 1Trail 2Trai	I Factor	Factor		
602)	3.45	210	R	From:	92-604 EAST	J NA		NA	1999
				To: From:	2.06 ME 92-844	<u></u>			
602	0.15	80	R	To	D. IF I	NA T		NA	10/23/2002
				From:	Dead End Russell County Line				
603	0.85	1000	R		Russen County Ellic	NA		NA	1999
	0.65	1500	R	From:	92-738]NA		NA	1999
603)	0.00	1500	ĸ	To:	92-609 West	NA]		INA	1999
	0.30	1000	R	From:	92-609 Mid	NA NA		NA	1999
603)	0.30	1000	K	To:	92-1240			INA	1999
603	0.40	560	R	From:	92-1240	NA		NA	1999
				To: From:	0.40 MS 92-1240]			
603	1.80	120	R	To:	92-609 East	NA T		NA	1999
				From:	92-009 East SR 91	1			
604)	6.08	130	R	<u> </u>	SR 71	NA		NA	1999
				From:	92-1040]			
604)	1.35	630	R			NA		NA	1999
	0.60	740	R	From:	92-602 WEST	NA		NA	1999
604)	0.00	740	K	To:	02.770			INA	1999
(604)	0.39	1300	R	From:	92-779	NA		NA	1999
				To: From:	SR 16 WEST				
(604)	0.60	710	R	Piolii.	SR 16 EAST	J NA		NA	1999
				To: From:	92-611	1			
(604)	2.70	450	R	FIOIII.		NA		NA	1999
				To	92-602 EAST				
(605)	0.45	30	R	From:	Dead End	J NA		NA	10/23/200
(605)	0.40			To:	92-602			147 (10/20/2002
				From:	Dead End				
(606)	0.09	10	R			NA		NA	10/23/2002
\bigcirc	0.00	70		From:	0.09 MN Dead End			NIA	40/02/000
606)	0.66	70	R	т		NA		NA	10/23/2002
606)	1.10	130	R	From:	0.75 MN Dead End	NA		NA	1999
000				To:	92-602				
\sim				From:	92-601				
607	0.13	90	R			NA		NA	1999
	0.03	180	R	From:	92-743	NA		NA	1999
607)	0.03	100	K	To:	0.02 NO.102 742	1NA 1		INA	1999
607)	0.14	160	R	From:	0.03 MN 92-743	NA		NA	1999
				To:	0.17 MN 92-743	1			
(607)	0.83	120	R	erom:		NA		NA	1999
_				From:	92-675]			
607	1.10	130	R	To:	SR 91	NA T		NA	1999
				From:	Dead End	1			
(608)	0.62	60	R			NA		NA	12/12/2002
				To:	0.62 MN Dead End				

Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle			വവ	K Factor	QK	Dir Factor	AAWDT	QW	Year
Tazewell County				From:			IN Dead E		Ī							
608)	1.85	120	R						-		NA			NA		1999
				To: From:		SR SR	91 WEST 91 EAST									
608	3.00	40	R								NA			NA		12/02/2002
				To: From:		3.00	MN SR 91	1	ŀ							
608)	1.00	50	R								NA			NA		1999
	1.90	210	R	From:		SR 9	1 NORTH	I			NA			NA		12/12/2002
608	1.90	210	K	To:			92-637				INA			INA		12/12/2002
				From:			SR 91									
609	2.72	230	R								NA			NA		1999
	4.00	470		From:			92-610				NIA			NIA		1000
609	1.03	470	R	т			T				NA			NA		1999
609	2.36	1100	R	From:		92-	603 EAST				NA			NA		1999
(003)				To:		92-	603 MID									
609	0.11	2100	R	From:							NA			NA		1999
				To: From:			603 WEST		ŀ							
609	1.88	3200	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.525	3300	G	2003
	0.50	2400		From:	00/		92-770	00/	00/		0.006		0.524	3500		2002
609	0.50	3400	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.524	3500	G	2003
609	3.46	2900	G	From: 99%	0%	1%	US 19 0%	0%	0%	С	0.085	F	0.567	3000	G	2003
(009)				Tax			92-629		1							
609	0.34	3400	G	99%	0%	1%	0%	0%	0%	F	0.083	F	0.544	3500	G	2003
				To: From:			2-1220									
609	0.61	4500	G	99% To:	0%	1%	0%	0%	0%	F	0.083	F	0.617	4600	G	2003
				From:			Richlands 92-609	3								
610	2.65	130	R				92-009				NA			NA		12/12/2002
<u></u>				To- From:		2.65	MN 92-60	9								
610	1.79	190	R								NA			NA		12/12/2002
				To:			US 19									
(611)	0.90	220	R	From:			92-602				NA			NA		1999
011)	0.00			To:			92-604									
$\overline{}$				From:			92-627									
612	0.75	410	R								NA			NA		1999
	1.75	320	R	From:		0.75	MN 92-62	7	·		NA			NA		1999
612	1.73	320	K	To:		2.50	NDI 02 (2)	7			INA			INA		1999
612)	3.12	70	R	From:		2.50	MN 92-62	/			NA			NA		1999
				To:		Buchana	n County l	Line								
\bigcirc			_	From:		D	ead End									4044=4000
613)	0.51	90	R	To:		WCI	Richland	S	1		NA			NA		12/17/2002
				From:			County Li									
614)	1.22	480	R		_						NA			NA		1999
				To: From:			61 EAST 61 WEST									
614)	0.20	40	R	Щ.		ж	01 WEST				NA			NA		1999
				To:		D	ead End									

					I az	zewell Ma	ııntenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
azewell County				From:		NCI 1	Richlands		- 1							
615)	0.51	230	R			NCL I	Kichianus				NA			NA		1999
				To: From:		0.51 MN N	ICL Richl	lands								
615)	0.19	160	R	To:		Da	ad End				NA			NA		1999
				From:												
616)	1.13	80	R	rioni.		De	ad End				NA			NA		1999
616)	3.84	450	R	To: From:		92	2-684				NA			NA		1999
	0.19	1300	G	From: 98%	0%	0%	SR 67 1%	0%	0%	F	0.083	F	0.609	1400	G	2003
616	0.10	1000		To:	070			070	070	•	0.000	•	0.000	1400		2000
616)	0.97	1200	G	98%	0%	0%	2-621 1%	0%	0%	С	0.074	F		1200	G	2003
$\overline{}$	0.00	F70	_	From:		13	3-636				NIA.			NIA		4000
616	0.80	570	R	To:		13 61	6: 02 622		1		NA			NA		1999
				From:			6; 92-622									
617)	0.11	250	R	FIOIII.		U	S 460				NA			NA		1999
				From:		0.11 M	IN US 460	0								
617)	0.09	190	R								NA			NA		1999
				To- From:		92	2-787									
617	2.34	160	R	To:		0′	2-683		1		NA			NA		1999
617	3.00	510	R	From:		92	2-083				NA			NA		1999
617	0.00	0.0	•••	т.,		2.00.1	DI 02 (0)		1		10.			10.		1000
617	1.60	290	R	From:		3.00 IV	4N 92-683	,			NA			NA		1999
617)	1.00			To:		Buchanan	County I	Line			10.			147		1000
				From:			SR 67									
618	3.40	610	R								NA			NA		1999
				To:		97	2-669									
618)	2.90	200	R	From:			2 00)				NA			NA		1999
<u></u>				To:		Buchanan	County I	ine								
				From:		Dea	ad End									
619)	0.11	20	R								NA			NA		1999
				To:		92	2-637									
$\overline{}$				From:		S	SR 67									
620)	1.70	260	R	To:		0.0	2 (21		1		NA			NA		1999
				10.		92	2-621									
Town of Cedar Bluff				From:		De	ad End									
621)	0.26	1900	R			200					NA			NA		1999
				To		ດາ	2-1210									
621)	0.45	1500	R	From:		92	1210			_	NA			NA	_	1999
				To:		ດາ	2-1211		1							
621)	0.10	730	R	From:		92	-1411				NA			NA		1999
021)				To:		NCL C	Cedar Bluf	f								
Tazewell County																
				From:		NCL C	Cedar Bluf	f								
621)	0.35	730	N								NA			NA		1999
<u> </u>				From:		92	2-718									
621)	1.70	580	R								NA			NA		1999
				From:		1.70 M	4N 92-718	3	}							
621)	4.60	100	R					-			NA			NA		1999
				To:		92	2-622	-								

					I d	zeweli Mairilei									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A				K Factor	QK	Dir Factor	AAWDT	QW	Year
Tazewell County				From:		92-622									
621)	3.00	200	R			72 022				NA			NA		1999
				To: From:		92-620									
621)	0.23	570	R	. —					ı	NA			NA		1999
				To: From:		92-616									
(622)	2.20	70	R	From:		92-621				NA			NA		1999
622				To:		92-624									
622	2.20	290	R	From:) <u>Z</u> -0 <u>Z</u> -1				NA			NA		1999
				To:		92-616									
\bigcirc	0.00	40	_	From:		Bland County	/ Line			NIA			NIA		40/05/000
623)	2.29	10	R						1	NA			NA		12/05/2002
<u></u>	0.61	30	R	From:		2.29 MN OF	NCL			NA			NA		12/05/2002
623)	0.01	30	K	To:		02.667			ī	INA			INA		12/03/2002
623	0.50	110	R	From:		92-667				NA			NA		1999
020				To:		92-625									
623	0.85	220	R	From:		72 023				NA			NA		1999
				To: From:		92-727									
623	1.30	380	R	rioiii.						NA			NA		1999
				To- From:		92-666 SOU	JTH		-						
623)	0.81	420	R							NA			NA		1999
				From:		92-666 NOI	₹TH								4000
623	5.74	600	R	To		SR 61				NA			NA		1999
				From:		92-622									
624)	2.00	140	R			72 022			ı	NA			NA		1999
				To: From:		2.00 ME OF 9	92-622		<u> </u>						
624)	2.40	250	R						ı	NA			NA		1999
				To: From:		92-627 NOI 92-627 SOU									
624	5.60	350	G	82%	1%	1% 2%		0%	С	0.121	F	0.578	360	G	2003
				To: From:		92-643			-						
624	0.90	340	G	82% To:	1%	1% 2%		0%	F	0.1	F	0.519	350	G	2003
				From:		West Virginia S 92-623									
(625)	4.60	140	R			92-023				NA			NA		1999
023				To:		92-666									
\sim				From:		92-631									
626	0.50	840	R						_	NA			NA		1999
	0.20	600	_	From:		92-630 SOU	JTH			NIA			NIA		4000
626	0.38	680	R	_					1	NA			NA		1999
626	2.12	220	R	From:		92-786				NA			NA		1999
626	2.12	220		To:		92-630 NOI	O.T.I.		I	14/ (14/1		1000
626	0.50	300	R	From:		92-030 NOI	ιп			NA			NA		12/10/2002
				To:		0.50 MN OF 9	2-630N								
626	0.50	270	R	From:		,, 01)			•	NA			NA		1999
				To: From:		1.00 MN OF 9	2-630N								
626	0.90	250	R							NA			NA		12/10/2002
				To: From:		92-627 NOI 92-627 SOU									
626)	1.45	370	R	<u> </u>		72-02/ 500			ı	NA			NA		1999
				To:		92-768									

Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Tazewell County				From:		92-768		Î							
626	0.30	150	R	<u> </u>		72 100				NA			NA		1999
	1.84	140	R	To: From:		0.30 ME 92-76	8	ļ		NA			NA		12/10/2002
626	1.04	140	K	To		92-637				INA			INA		12/10/2002
				From:		92-631									
627)	2.80	1200	G	98%	0%	0% 1%	0%	0%	С	0.088	F	0.566	1200	G	2003
627	1.00	720	G	From: 98%	0%	92-626 SOUT 0% 1%	0%	0%	F	0.09	F	0.574	730	G	2003
				From:		92-624 SOUT	Н								
627)	1.40	1100	R	Tec						NA			NA		1999
627)	0.30	710	R	From:		92-612				NA			NA		1999
				From:		92-628									
627	4.10	60	R	To:		WV State Lin	2	1		NA			NA		1999
				From:		92-627									
628)	2.00	820	R	То:						NA			NA		12/10/2002
				From:		Dead End									
629	0.85	810	R	110111		92-724				NA			NA		1999
				To: From:	Russ	ell County Line; Ga	p Terminu	IS							
629	0.20	250	R							NA			NA		1999
	1.70	480	R	From:		92-729				NA			NA		1999
629	1.70			To:		92-609				147 (147 (1000
				From:		92-626									
630	2.00	60	R							NA			NA		12/10/2002
630	0.60	210	R	From:		92-627				NA			NA		1999
000				To:		92-626									
\bigcirc				From:		ECL Richland	S								
631)	0.15	260	R	. —						NA			NA		1999
(631)	0.31	240	R	From:		0.15 ME OF E	L .			NA			NA		12/17/2002
				From:		0.46 ME OF E	CL	-							
631)	0.35	270	R	То:		NCL Cedar Blu				NA			NA		12/17/2002
Town of Cedar Bluff				ı											
	0.14	1500	В	From:		NCL Cedar Blu	ıff			NΙΔ			NΙΔ		1000
(631)	0.14	1500	R	To:		US 460 BUS WI	EST			NA			NA		1999
\bigcirc	2.24			From:	00/	US 460 BUS EA	ST	20/		0.000	-	0.544	0.100	_	2222
631)	0.84	3000	G	99% To:	0%	1% 0% ECL Cedar Blu	0%	0%	F	0.082	F	0.541	3100	G	2003
Tazewell County				l.											
_	1.18	2100	G	99%	0%	ECL Cedar Blu	off 0%	0%	F	0.089	F	0.526	2100	G	2003
631)	1.10	2100	<u> </u>	To	U 70	92-626	U 70	U 7/0	F	0.009	F	0.320	2100	<u> </u>	2003
631)	2.00	1400	G	99%	0%	1% 0%	0%	0%	F	0.087	F	0.506	1400	G	2003
	0.00	4000		From:	001	92-627	60/	001		0.000		0.500	4000	-	0000
631)	2.66	1300	G	99%	0%	1% 0%	0%	0%	С	0.086	F	0.582	1300	G	2003
631)	1.89	1200	G	99%	0%	92-639 EAST 1% 0%	0%	0%	F	0.095	F	0.502	1300	G	2003
031)				To:		92-637 WEST									

					ıa	zeweli Maintenan	ce Area	l							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Tazewell County				From:		92-637 WEST		1							
631)	3.54	2100	G	99%	0%	1% 0%	0%	0%	F	0.081	F	0.515	2100	G	2003
				To: From:		92-635 WEST		1							
631)	1.10	2800	G	97%	0%	1% 1%	1%	0%	С	0.08	F	0.521	2900	G	2003
				To:		SR 16									
\bigcirc				From:		US 19; US 19 BU	JS								
632	0.11	210	R							NA			NA		1999
				To: From:		92-693									1000
632	1.09	230	R	To:		WCL Tazewell		i		NA			NA		1999
				From:											
(622)	0.80	420	R	110111.		US 19 BUS				NA			NA		1999
633	0.00	420		To:		Dead End				147 (1471		1000
				From:		US 19 BUS									
634)	0.30	30	R					•		NA			NA		10/23/2002
				To:		Dead End									
				From:		NCL Tazewell									
635)	1.07	600	R	To		02 (21 WEGT				NA			NA		1999
				From:		92-631 WEST 92-631 EAST									
635)	2.20	280	R			, =				NA			NA		1999
				To		SR 16									
				From:		92-627									
636	0.59	130	R							NA			NA		12/10/2002
				To: From:		92-819		}							
636	1.60	80	R							NA			NA		1999
				To: From:		92-686		-							
636)	1.39	130	R							NA			NA		1999
				From:		92-639									
636)	1.00	260	R							NA			NA		1999
				To: From:		92-637 WEST 92-637 EAST									
636	5.52	320	G	82%	0%	3% 15%	1%	0%	С	0.098	F	0.606	320	G	2003
				To:		SR 16									
				From:		US 19 EAST									
637)	0.47	450	R							NA			NA		1999
				To: From:		92-699									
637	1.07	1600	R							NA			NA		1999
				To: From:		US 19 MID US 19 WEST									
(637)	3.25	1100	R	<u> </u>		05 17 WEST		l		NA			NA		1999
				To:		92-608									
637)	0.44	400	R	From:		9Z-0U8				NA			NA		1999
				To:		92-841									
637)	0.15	420	R	From:		92-041				NA			NA		1999
				To		92-840									
637)	3.80	560	R	From:)2-0 1 0				NA			NA		1999
				To:		92-698		L							
637)	0.28	680	R	From:		<i>32</i> - 070				NA			NA		1999
001)				To:		US 19		1							
637)	0.32	1300	R	From:		US 19				NA			NA		1999
637)	5.02	.000	••	Ter		02.765							1471		.000
627	1.31	1300	From:		92-765				NA			NA		1999	
637)	1.51	.500		To:		92-791				13/7			13/7		1000
						1//*									

					ıaz	zeweli Maintenan	ce Area	ì							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			CC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Tazewell County				From:		92-791									
637)	0.07	1100	R	<u> </u>		72 171				NA			NA		1999
				To		92-631 WEST									
627	1.90	570	R	FIOIII.		92-631 EAST				NA			NA		1995
637)	1.00	0.0		To:		02 (2) GOLIETI				14/ (147 (1000
627	1.52	480	G	From: 99%	0%	92-636 SOUTH 0% 1%	0%	0%	С	0.102	F	0.547	480	G	2003
637)				To		92-626									
637	3.60	320	G	From: 99%	0%	0% 1%	0%	0%	F	0.093	F	0.539	330	G	2003
637 637				To:		92-643									
637)	1.40	240	G	99%	0%	0% 1%	0%	0%	F	0.132	F	0.667	240	G	2003
				To:	We	est Virginia State Lin	e; WV-9								
				From:		SR 91									
638)	0.80	NA		_				1		NA			NA		
				To:		Dead End									
	1 72	000	R	From:		US 19; US 460				NIA			NΙΔ		1000
639	1.73	990	ĸ	To:		92-631 EAST				NA			NA		1999
<u> </u>				From:		92-631 WEST									
639	1.30	30	R							NA			NA		12/10/200
				To:		92-636									
	0.36	1800	R	From:		US 19; US 460				NA			NA		1999
640	0.30	1000	K	To:		92-650				INA			INA		1999
				From:		92-643									
641)	0.45	250	R	<u> </u>		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				NA			NA		1999
				To		92-760									
641) 641)	3.75	350	R	From:						NA			NA		1999
				To:		SR 16									
\sim				From:		SR 16 WEST									
642	0.20	230	R							NA			NA		1999
			_	From:		92-713									
642)	0.63	170	R							NA			NA		1999
	2.27			From:		0.63 ME 92-713	;								4000
642	0.87	46	R	To:		SR 16 EAST				NA			NA		1999
				From:		92-624									
643)	0.15	170	R			72-024				NA			NA		1999
<u> </u>				To:		0.15 ME OF 92-6	24	1							
643)	1.36	170	R	From:		0.15 ME 01 72 0				NA			NA		1999
				To:		92-637									
643	0.50	270	R	From:		22 031				NA			NA		1999
				To		92-641									
643	0.07	110	R	From:						NA			NA		1999
				To: From:		92-810									
643	0.93	130	R	round p						NA			NA		1999
				To: From:		0.93 ME 92-810)								
643	5.90	120	R							NA			NA		11/15/200
				To: From:		SR 16 NORTH									
643)	1.30	240	R			SR 16 SOUTH				NA			NA		1999
043)				To:		1.20 ME OF SP	16	1	<u></u>						
643	0.96 80 R	R	From:		1.30 ME OF SR	10			NA			NA		11/15/200	
643				To:		92-830									

					Ta	zewell Maintenan	ce Area	l							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Tazewell County				From:		92-830		1							
643)	2.70	330	R							NA			NA		1999
643)	2.50	250	R	To: From:		92-651				NA			NA		1999
643	0.20	360	G	From: 98%	0%	92-655 WEST 1% 0%	0%	0%	С	0.104	F	0.564	360	G	2003
				To: From:		92-655 EAST		<u> </u>							
643)	1.30	70	R	To: From:		92-653		-		NA			NA		11/26/2002
643)	2.80	30	R	To:		92-656				NA			NA		11/26/2002
643)	1.60	120	R	From:						NA			NA		11/26/2002
643)	0.70	120	R	From:		0.16 ME OF 92-6	56			NA			NA		1999
	1.90	260	R	From:		92-702				NA			NA		1999
643				To:		92-685									
643)	0.90	310	R	To:		00 ((1 WEST				NA			NA		1999
643)	0.50	330	R	From:		92-661 WEST				NA			NA		1999
643)	0.30	350	R	From:		92-661 SOUTH	[NA			NA		1999
643	0.50	580	R	From:		92-660				NA			NA		1999
040				To: From:		92-661 NORTH	I								
643	0.65	720	R	To						NA			NA		1999
643)	0.65	1700	R	From:		92-721				NA			NA		1999
(643)	0.92	3300	G	From: 96%	0%	SR 102 WEST SR 102 EAST 2% 0%	2%	0%	С	0.083	F	0.531	3400	G	2003
				To:		West Virginia State									
644)	2.31	650	G	97%	1%	SR 16 1% 0%	1%	0%	F	0.111	F	0.632	650	G	2003
	1.42	540	G	From: 97%	1%	92-668 1% 0%	1%	0%	F	0.12	F	0.633	550	G	2003
644)				To: From:		West Virginia State	Line	-							
644)	2.45	640	G	97%	1%	1% 0%	1%	0%	F	0.109	F	0.779	650	G	2003
644)	2.45	1000	G	97%	1%	92-655 1% 0%	1%	0%	F	0.094	F	0.637	1000	G	2003
644)	2.18	1700	G	From: 97%	1%	92-767 1% 0%	1%	0%	F	0.082	F	0.548	1800	G	2003
	1.07	2000	G	From: 97%	1%	92-774 1% 0%	1%	0%	F	0.083	F	0.571	2100	G	2003
644)				To: From:		92-815									
644)	2.54	2100	G	97% To:	1%	1% 0% 92-747 SCL Pocaho	1% ontas	0%	С	0.09	F	0.618	2200	G	2003
Town of Pocahontas				From:		92-747 SCL Pocaho	ntac	Г							
644)	0.41	2900	G	97%	1%	1% 0%	1%	0%	F	0.097	F	0.64	3000	G	2003
644)	0.10	3500	G	97%	1%	283-1263 1% 0%	1%	0%	F	0.093	F	0.637	3500	G	2003
				To:		92-1103									

					i azeweli Maint	enance Area	1							
Route	Length	AADT	QA	4Tire	Bus	Truck Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Pocahontas				From:	92-11	03	1							
644)	0.15	580	R		92-11	03			NA			NA		1999
<u> </u>				To: From:	92-65	9								
(644)	0.02	550	R	To	0.02 ME OF 9	2-659; GT			NA			NA		1999
Tazewell County														
	0.17	720	R	From:	SR 102; Gap	Terminus			NA			NA		1999
(644)	0.17	720		To:	WV State Lir	ne; 92-663			INA			INA		1999
				From:	SR 1	6								
645	1.68	1800	R	_					NA			NA		1999
645)	1.64	1400	R	From:	92-83	1			NA			NA		1999
645				To	1.64 ME 9	03-831								
645)	0.05	1400	R	From:	1.011112	3 031			NA			NA		1999
	0.70	4400	R	From:	1.69 ME 9	93-831			NIA			NIA		1000
645)	0.70	1400	ĸ	т.,	02.5				NA			NA		1999
645)	0.29	1000	R	From:	92-67	8			NA			NA		1999
043)				To:	Dead I	End								
$\widehat{}$				From:	SR 6	1								
646	0.64	230	R	To:	Dead I	and and			NA			NA		1999
				From:	ECL Taz									
648)	0.20	340	R		ECL 1az	ewell			NA			NA		1999
				To: From:	0.20 ME o									
(648)	0.51	40	R	r rom.	0.20 E of	ECL			NA			NA		11/07/2002
040				To:	Dead I	End								
				From:	92-65	1								
649	2.22	360	R						NA			NA		1999
	0.56	240	R	From:	2.22 ME 9	92-651			NA			NA		12/03/2002
649	0.50	240	K	To	2.70 \ (E)	22 651			INA			INA		12/03/2002
649	0.97	910	R	From:	2.78 ME 9	92-651			NA			NA		12/03/2002
0,0				To:	US 19; U	S 460								
$\overline{}$				From:	92-65									
650	4.40	450	G	99%		% 0%	0%	С	0.133	F	0.688	450	G	2003
	0.06	550	R	From:	92-655 No	ORTH			NA			NA		1999
650	0.00	330	IX.	To:	02 (55 9)	NI PERI	-		INA			INA		1999
(650)	2.90	500	R	From:	92-655 S0	JUTH			NA			NA		1999
				To: From:	92-656 V	/EST	-							
650	0.15	240	R						NA			NA		1999
	3.51	120	R	From:	92-656 E	AST			NA			NA		1999
650)				To:	92-74	10								
650	0.44	320	R	From:) <u>2</u> -1-	•			NA			NA		1999
				To: From:	92-64	.0								
650	0.75	110	R	To:	US 1	0	 1		NA			NA		1999
				From:	US 1		l							
651)	1.01	1600	G	99%	0% 1% C	% 0%	0%	С	0.094	F	0.503	1700	G	2003
				To:	92-65	0								

						ewen mantena	1100 / 1100								
Route	Length	AADT	QA	4Tire	Bus	Tı 2Axle 3+Axle			ιν.	K Factor	QK	Dir Factor	AAWDT	QW	Year
Tazewell County				From:		92-650									
(651)	0.13	470	R			7= ***				NA			NA		1999
				To: From:		92-850									
651)	0.07	350	R							NA			NA		1999
				From:		92-1010									
651)	0.20	220	R	_						NA			NA		1999
	0.69	320	R	From:		0.20 MS 92-10	010			NA			NA		11/15/2002
651)	0.09	320	K	To:		0.00 MG 02.10	110	1		INA			INA		11/13/2002
651)	2.11	310	R	From:		0.89 MS 92-10	010			NA			NA		11/15/2002
(601)				To:		92-643									
				From:		92-741									
652	0.11	30	R	To:		D IT I		1		NA			NA		1999
				From:		Dead End 92-655									
653	1.00	30	R			92-033				NA			NA		11/26/2002
				To		92-643									
$\widehat{}$				From:		Dead End									
654	0.95	60	R	To:		92-655		1		NA			NA		11/26/2002
				From:		92-680									
655)	1.00	1500	R	<u>L</u>		92-000				NA			NA		1999
				To:		92-762									
655)	0.50	760	R	From:						NA			NA		1999
				To: From:		0.50 MN 92-7	62								
655)	1.24	390	R							NA			NA		1999
				From:		1.74 MN 92-7	62								
655)	0.16	310	R	То:		92-650 SOUT	71	1		NA			NA		1999
				From:		92-650 NORT									
655	2.54	330	G	98%	0%	2% 0%	0%	0%	С	0.123	F	0.581	340	G	2003
				To: From:		92-643 EAST 92-643 WEST									
655	0.60	480	G	98%	0%	2% 0%	0%	0%	F	0.109	F	0.517	490	G	2003
				From:		92-654									
(655)	1.50	620	G	98%	0%	2% 0%	0%	0%	F	0.110	F	0.569	630	G	2003
				To:		92-644									
(65G)	1.30	970	R	From:		US 19				NA			NA		1999
656	1.00	0.0	• • • • • • • • • • • • • • • • • • • •	To:		92-650 WES				107					1000
	1.70	90	В	From:		92-650 EAST	Γ			NA			NA		11/26/2002
656	1.70	80	R	To:		92-643				NA			INA		11/20/2002
				From:		92-644									
657	0.10	210	R							NA			NA		1999
				From:		92-822									
657	0.80	170	R							NA			NA		1999
				To: From:		92-821									
657)	1.60	70	R	To:		West Virginia Stat	a Line	I		NA			NA		1999
-				From:											
658)	1.00	380	R	······ <u>L</u>		92-644 WES	1			NA			NA		1999
			-	To:		92-690				-			-		
658)	1.80	340	R	From:						NA	_		NA		1999
				To:		92-644 EAS	Γ								

					ıa	Zewell Mairiteriance Area	ı							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Fazewell County				-										
(F)	1.80	340	G	99%	0%	West Virginia State Line 1% 0% 0%	0%	F	0.111	F	0.646	340	G	2003
659	1.00	340	G	To:	0 70	NCL Pocahontas	0 70		0.111	'	0.040	340	J	2003
Fown of Pocahontas														
				From:		NCL Pocahontas								
659	0.80	470	G	99% To:	0%	1% 0% 0%	0%	С	0.083	F	0.5	470	G	2003
				From:		92-644 WEST 92-644 EAST								
659)	0.15	110	R						NA			NA		1999
				To:		ECL Pocahontas								
Fazewell County				From:		ECL Pocahontas								
(659)	1.00	110	N			ECE I ocanontas			NA			NA		1999
				To:		West Virginia State Line								
_				From:		92-643								
(660)	0.68	280	R						NA			NA		1999
				From:		92-697	ŀ							
660	1.42	310	R						NA			NA		1999
				To- From:		92-736	-							
660	0.60	650	R						NA			NA		1999
				To:		SR 102								
	0.80	70	R	From:		Dead End			NA			NA		11/26/2002
661	0.60	70	ĸ	To:		92-643 SOUTH			INA			INA		11/20/200
				From:		92-643 WEST								
661)	0.80	80	R						NA			NA		11/26/2002
				To:		92-643 NORTH								
	2.50	60	ъ.	From:		SR 61			NIA			NΙΔ		12/02/2004
662	3.50	60	R	_					NA			NA		12/03/200
	1.50	48	R	From:		Bland County Line			NA			NA		12/03/2002
662	1.50	40	K	To:		SCL Bluefield			INA			INA		12/03/2002
				From:		WV State Line; 92-644								
(663)	2.20	70	R	<u> </u>		W V State Enie, 72 0 11			NA			NA		1999
				To:		West Virginia State Line								
				From:		Dead End								
664	0.50	550	R						NA			NA		1999
				From:		92-682								
(664)	0.20	1100	R	To:		110 10 110 100			NA			NA		1999
				From:		US 19; US 460								
(CCF)	0.50	280	R	rioin.		Dead End			NA			NA		1999
665	0.00	200	• • • • • • • • • • • • • • • • • • • •	To:		US 19 SOUTH			147 (147.		1000
\bigcirc				From:		US 19 NORTH								
665	0.45	90	R	To:		Dead End	1		NA			NA		1999
				From:			L							
(666)	0.34	30	R	rioin.		Dead End			NA			NA		12/05/2002
				To:		0.24 ME Dood End	1							
666	0.60	60	R	From:		0.34 ME Dead End			NA			NA		12/05/2002
666				To:		0.04 ME D 1 E 1								
(666)	1.51	80	R	From:		0.94 ME Dead End			NA			NA		12/05/2002
				To		92-623 SOUTH								
\bigcirc	. = .	46.5	_	From:		92-623 NORTH								
666	4.58	180	R	To		02.625			NA			NA		1999
						92-625								

					razeweli Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- K QK Dir Pactor Factor	A A A A A A A A A A A A A A A A A A A	/ Year
Tazewell County				From:	92-727			
667)	2.20	60	R		72 .2.	NA	NA	1999
				To:	92-623			
\sim				From:	Dead End			
668	1.22	130	R			NA	NA	11/22/200
				From:	1.22 MN Dead End			
668	0.10	110	R			NA	NA	1999
				To:	92-644			
	1.20	250	R	From:	92-618	NA	NA	12/17/200
669	1.20	250	ĸ	-		INA	INA	12/1//200
	0.20	160	R	From:	1.20 ME 92-618	NA	NA	1999
669)	0.20	160	ĸ	To:	92-804	INA	INA	1999
				From:	Russell County Line			
670	2.68	600	R	<u> </u>	Russell County Line	NA	NA	1999
670				To	CD /7 WEST			
670	0.04	60	R	From:	SR 67 WEST	NA	NA	1999
070)	0.0 .		•••	To	02.726			
670	0.16	160	R	From:	92-726	NA	NA	1999
(670) (670)	0.10	100		т.	00 550	14/1	TVA	1000
070	0.01	720	R	From:	92-772	NA	NA	1999
670	0.01	120		To	92-763	14/1	TV/A	1333
				From:	32-763			
670	0.05	840	R	_		NA	NA	1999
				To:	SR 67 EAST			
	0.00	040	_	From:	Buchanan County Line; 92-618	NIA	NIA	4000
671)	0.63	210	R			NA	NA	1999
				From:	0.63 MN OF CL			1000
671)	0.87	220	R	To	13-671	NA	NA	1999
				From:				
672)	1.35	100	R		Dead End	NA	NA	11/26/200
072	1.00	100	•••	To:	92-659	10.1	10.0	11/20/200
				From:	SR 67			
673	0.22	670	R			NA	NA	1999
				To:	Dead End			
				From:	SR 16		-	
674)	0.03	60	R			NA	NA	1999
				To:	Dead End			
	0.00	400	_	From:	92-607	NIA	NIA	4000
675)	2.00	100	R	To:	Dead End	NA	NA	1999
				From:	•			
(0.70)	0.02	130	R	r ioin.	92-637	NA	NA	12/10/200
676	0.02	100	• • • • • • • • • • • • • • • • • • • •			101	10.0	12/10/200
070	0.04	80	R	From:	92-755	NA	NA	12/10/200
676	0.04	00				14/1	TV/S	12/10/200
670	1.44	60	R	From:	92-711	NA	NA	12/10/200
676	1.44	00	^	To:	Dead End	INA	INA	12/10/200
				From:	NCL Bluefield			
677)	0.35	40	R	<u> </u>	NOL Digenera	NA	NA	12/03/200
<u></u>				To:	Dead End			
				From:	NCL Tazewell			
678	0.70	1200	R	<u> </u>		NA	NA	1999
$\overline{}$				To	92-645			
			_			` 		

					l azewell Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K Factor Q	K Dir AAWDT Factor	QW Year
Tazewell County				From:	Dead End			
(679)	0.40	140	R			NA	NA	1999
				To	92-644			
	0.42	230	R	From:	US 19 SOUTH	NA NA	NA	1999
680	0.42	230	ĸ			INA	INA	1999
(000)	0.22	190	R	From:	92-754	NA	NA	1999
680	0.22	100		To:	LIC 10 MID	107	147.	1000
680	0.13	590	R	From:	US 19 MID	NA	NA	1999
000)				To	92-655			
680	0.22	1100	R	From:	72 000	NA	NA	1999
				To:	US 19 NORTH			
\sim				From:	92-643			
681)	0.05	330	R			NA	NA	11/26/2002
				From:	0.05 MN 92-643			
681)	0.45	160	R	To:	West Vincinia State I inc	NA	NA	1999
				From:	West Virginia State Line Dead End			
682	0.30	300	R		Dead End	NA NA	NA	1999
002				To:	92-664			
				From:	US 460			
683	0.97	800	R			NA	NA	1999
				To:	92-617			
\bigcirc	0.00			From:	Dead End			1000
684)	0.80	70	R	To	92-616	NA I	NA	1999
				From:				
685)	0.50	20	R		Dead End	NA NA	NA	11/26/2002
000)	0.00		• • • • • • • • • • • • • • • • • • • •	To:	92-643		101	11/20/2001
				From:	92-631			
686)	0.50	220	R			NA	NA	12/10/2002
				To:	92-636			
\bigcirc				From:	US 460			
687	1.15	460	R			NA	NA	1999
	1.05		_	From:	92-797			1000
687	1.65	240	R	To:	Buchanan County Line	NA	NA	1999
				From:	NCL Bluefield			
689	0.25	30	R		NCL Blueffeld	NA NA	NA	12/03/2002
009				To:	NCL Bluefield			
				From:	92-658			
690	0.50	120	R			NA	NA	1999
				To:	Dead End			
	0.00	40	_	From:	NCL Bluefield			1000
691)	0.36	40	R	To:	Dead End	NA	NA	1999
				From:	92-644			
692	1.38	20	R	<u> </u>	72-U 11	NA NA	NA	11/22/2002
				To:	Dead End			
				From:	Dead End			
693)	0.05	30	R	-		NA	NA	10/23/2002
				To: From:	0.05 ME Dead End			
693)	3) 0.10	30	R			NA	NA	10/23/2002
				To:	92-632			

					razeweli Mairiteriance Area							
Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail	()(')	K Factor	QK	Dir Factor	AAWDT	QW	Year
Fazewell County				From:	NCL Bluefield							
694)	1.20	1300	R	<u> </u>	NCL Dittelled		NA			NA		1999
				To:	SR 102							
	0.50	00	В	From:	Dead End		NIA			NIA		1000
695)	0.50	90	R	To:	92-644		NA			NA		1999
				From:	Dead End							
696)	1.80	360	R				NA			NA		1999
				To:	SR 102							
607	0.15	50	R	From:	Dead End		NA			NA		1999
697)	0.10	- 50		To:	92-808		14/-1			14/3		1000
697)	0.20	130	R	From:	92-008		NA			NA		1999
<u> </u>				To:	92-660							
$\widehat{}$				From:	92-637							
698)	0.10	90	R	To:	Dead End	I	NA			NA		1999
				From:	92-637							
699)	2.05	1300	R		72-031		NA			NA		1999
				To:	92-631							
$\overline{}$	0.04	440	_	From:	92-644		NI A			NIA		4000
700	0.24	110	R	To:	Dead End	Ī	NA			NA		1999
				From:	92-609							
701)	1.20	310	R		2 302		NA			NA		1999
				To	92-759							
	2.11	170	R	From:	92-643		NΙΛ			NA		11/22/20
702	2.11	170	K	To:	02.500	ī	NA			INA		11/22/20
702)	0.09	220	R	From:	92-799		NA			NA		11/22/20
102)				To	92-644							
				From:	Dead End							
703)	0.72	200	R	To:	SCL Richlands	Ī	NA			NA		1999
				From:	92-602							
704)	0.50	70	R		72-002		NA			NA		1999
				To:	Dead End							
$\overline{}$	2.22		_	From:	US 19		N: A					1000
705)	0.60	390	R	To:	92-719	l	NA			NA		1999
				From:	NCL Bluefield							
706)	0.22	20	R		1.02 2.00		NA			NA		1999
				To:	Dead End							
own of Cedar Bluff				From:	ECL Richlands							
707)	0.93	330	G	98%	1% 1% 0% 0% 0%	С	0.106	F	0.543	330	G	2003
\bigcup				To: From:	92-1209 WEST							
707)	0.10	570	G	98%	1% 1% 0% 0% 0%	F	0.088	F	0.619	580	G	2003
				To: From:	92-1209 EAST							
707)	0.34	720	G	98%	1% 1% 0% 0% 0%	F	0.079	F	0.533	730	G	2003
				To-	US 460 BUS							
Tazewell County				From:	Dead End							
708)	0.06	46	R			- I	NA			NA		11/22/200
				To:	92-644							

					razewen Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	K QC Fac	()	Dir Factor	AAWDT	QW	Year
Fazewell County				From:	92-771	1					
709	0.09	120	R	.	22 , , , 1	N.A	١		NA		1999
				To-	SR 102						
\bigcirc				From:	Dead End]					
710	0.14	NA				N.A -	١.		NA		
	0.00	2	_	From:	0.14 ME Dead End	<u> </u>			NIA		1000
710	0.02	3	R	To:	92-602	N/ 1	\		NA		1999
				From:	Dead End	1					
711)	0.22	10	R			N/	١		NA		1999
				To:	92-676						
\bigcirc				From:	Dead End						1000
712	0.85	360	R	To-	92-631	N <i>i</i> 1	١.		NA		1999
				From:	SR 16	l					
713	2.30	100	R	<u>. </u>	SK 10	J NA			NA		11/15/2002
				To:	92-642	1					
$\widehat{}$				From:	Dead End	j					
714)	0.19	110	R	_T	00 611	N/	١		NA		1999
				To:	92-644						
	0.38	220	R	From:	92-631	J NA			NA		1999
715)	0.50	220		To:	92-631]	`		14/3		1555
				From:	92-644						
716)	0.21	50	R			N/	١		NA		11/26/2002
				To-	92-644						
\bigcirc	0.07	440	_	From:	SR 102						1000
717)	0.27	110	R			N/	١.		NA		1999
	0.09	120	R	From:	92-9522				NΙΔ		1000
717)	0.09	130	ĸ	To:	92-643	N/]	`		NA		1999
				From:	92-621						
718)	0.26	90	R	<u> </u>	72 021	N/	١		NA		1999
				To:	Dead End						
\bigcirc				From:	US 19						
719	1.17	2800	R	To:	US 460; 92-1234	N <i>i</i> 1	١		NA		1999
				From:		1					
720	1.58	850	G	92%	US 19 1% 3% 1% 3% 0%	C 0.1	13 F	0.689	860	G	2003
120				To:	WCL Bluefield	1					
				From:	Dead End						
721	0.50	50	R			N/	١.		NA		11/26/2002
				From:	92-722]					
721)	0.40	120	R	т	02.642	N/	١.		NA		1995
				To: From:	92-643						
722	0.50	40	R	FIOIII.	Dead End	J NA			NA		11/26/2002
122	0.00			To:	92-721	1	•				
				From:	Dead End						
723	0.38	1600	R			N/	١.		NA		1995
				To: From:	92-724 EAST 92-724 WEST	 					
723	0.08	4400	R	<u> </u>	72-724 WES1	J NA	١		NA		1995
.29			-	To	SR 67	1			<u>-</u>		
				From:	92-9635]			<u> </u>		
724)	0.02	60	R			N/	١.		NA		1995
				To:	92-1215	<u> </u>					

					l azewell Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus	K QK D Factor Fac	$\Delta \Delta V / V I I I = (I I V / V)$	Year
Tazewell County						1 40101	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
724	0.03	560	R	From:	92-1215	J NA	NA	1995
(724)	0.00			To:	92-629	1	101	1000
724)	0.50	2000	R	From:	92-029	NA	NA	1995
				To:	92-723 WEST			
(724)	0.10	1800	R	FIOIII.		NA	NA	1995
				To:	92-723 EAST			
	0.13	10	R	From:	92-637	J NA	NA	12/10/200
725	0.10	10	- 1	To:	Dead End]	IVA	12/10/200
				From:	Russell County Line			
726	0.03	160	R			NA	NA	1995
				To:	92-670			
	1.90	60	R	From:	Bland County Line	NA	NA	12/05/200
727)	1.50	00	IX	To:	02.67	1	IVA	12/03/200
(727)	2.50	140	R	From:	92-667	NA	NA	12/05/200
(727)				To:	92-623]		
				From:	Dead End			
729	0.58	70	R			NA 1	NA	12/12/2002
				From:	92-629			
(720)	0.05	440	R	FIOIII.	US 460	J NA	NA	12/17/200
730	0.00			To	92-780	1	101	12/11/200
730	0.28	160	R	From:	92-780	NA	NA	12/17/200
(100)				To:	0.28 MN 92-780]		
700	0.21	40	R	From:	0 28 MN 92-780	J NA	NA	12/17/200
730	0.21	40	K	To:	Dead End]	NA .	12/11/200
				From:	Dead End			
(731)	0.07	50	R			NA	NA	12/03/200
				To:	US 19			
	0.20	320	R	From:	92-831	NA	NA	11/07/200
(732)	0.20	320	K	To:	92-733]	NA	11/07/200
				From:	92-831			
(733)	0.03	70	R			NA	NA	11/07/200
				To: From:	92-732]		
(733)	0.14	40	R			NA	NA	11/07/2002
				To:	Dead End			
704	0.90	90	R	From:	92-747	J NA	NA	11/26/2002
(734)	0.50	30		To:	Dead End]	IVA	11/20/200
				From:	SR 61			
735	0.08	1300	R			NA	NA	12/05/2002
				From:	92-1330]		
735	0.30	720	R	To	P 12 1	NA 1	NA	12/05/2002
					Dead End	<u> </u>		
(726)	0.70	60	R	From:	Dead End	J NA	NA	11/26/2002
736	<u> </u>			To:	92-660	<u> </u>		
				From:	Dead End			
737)	0.60	60	R			NA	NA	11/26/2002
				To:	92-659			

					l azeweli Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	C K I Facto	QK Dir r Factor	AAWDT QW	Year
Tazewell County				From:	92-603				
738)	0.75	160	R			NA		NA	12/12/2002
				To	Dead End				
	0.98	40	R	From:	Dead End] NA		NA	12/12/200
739	0.96	40	ĸ			INA		NA	12/12/200
(720)	0.02	60	R	From:	0.98 MN Dead End	NA		NA	12/12/200
739	0.02			To:	US 19]		107	12/12/200
				From:	92-650				
740	0.15	70	R			NA		NA	12/03/200
				To:	Dead End				
	0.15	100	R	From:	West Virginia State Line	_ NA		NA	11/26/200
741)	0.13	100	IX.	To:	02.652	7		IVA	11/20/200
741)	0.10	60	R	From:	92-652	NA		NA	11/26/200
(41)				To:	Dead End	1			
				From:	92-607				
743	0.12	60	R			NA		NA	10/23/200
				To:	92-601				
74	1.00	150	R	From:	US 19; US 460	J NA		NA	12/03/200
744)	1.00	100		To:	Dead End]		10.0	12/00/200
				From:	Dead End				
745	0.36	540	R			NA		NA	12/03/200
				To:	US 19; US 460				
	0.67	450	В	From:	92-644	, NA		NIA	11/26/200
747)	0.67	150	R	_		NA -		NA	11/26/200
747)	0.58	130	R	From:	92-734	NA		NA	11/26/200
(41)	0.50	100		To:	92-644]		IVA	11/20/200
				From:	Dead End				
748)	1.42	310	R			NA		NA	11/22/200
				To:	92-644				
	0.07	70	R	From:	Dead End	J NA		NA	1995
749	0.07	70	K	To:	US 19]		NA	1995
				From:	Dead End				
750	0.08	190	R			NA		NA	1995
				To: From:	83-726; 92-726]			
750	0.05	670	R			NA		NA	1995
				To:	SR 67				
\bigcirc	0.24	400		From:	SR 67	, NA		NIA	4005
751)	0.21	190	R	To:	SR 67	NA T		NA	1995
				From:	US 460 WEST	1			
752	0.21	150	R		CB NOW WEBST	NA		NA	12/17/200
				To:	92-792]			
752	0.04	190	R			NA		NA	12/17/200
				To:	US 460 EAST	<u></u>			
\bigcirc	4.40	000	-	From:	Dead End			NIA	44/00/000
753	1.10	260	R	To:	SR 16	NA T		NA	11/22/200
				From:	Dead End				
754	0.55	380	R	<u> </u>	Dodd Elid	NA NA		NA	12/03/200
				To:	92-1410				

					l azewell Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K	QK Dir Factor	AAWDT Q	W Year
Tazewell County				From:	92-1410				
(754)	0.32	170	R			NA		NA	12/03/2002
				To:	92-680				
755	0.20	46	R	From:	92-676	NA		NA	12/10/2002
755	0.20	40	K	To:	Dead End	INA		INA	12/10/2002
				From:	92-651				
756	0.09	20	R			NA		NA	11/15/2002
				To:	Dead End				
	0.04	40	R	From:	92-644	NIA		NA	11/00/0000
757)	0.04	40	ĸ	To:	West Virginia State Line	NA		INA	12/03/200 12/10/200 11/15/200 11/22/200 12/17/200 12/17/200 12/10/200 12/03/200 12/10/200 12/10/200 12/10/200 12/10/200 12/10/200 12/10/200 12/10/200
				From:	92-644				
758)	2.34	190	R		72 011	NA		NA	11/22/2002
				To:	West Virginia State Line				
\bigcirc				From:	Dead End				
759	0.25	50	R			NA		NA	12/17/2002
	0.05	4400	_	From:	92-701				40/47/0000
759	0.65	1100	R	To:	SCL Richlands	NA		NA	12/17/2002
				From:	Dead End				
760	0.16	20	R		Dead End	NA		NA	12/10/2002
100				To:	92-641				
				From:	92-782				
761)	0.25	50	R	_ —		NA		NA	11/26/2002
				To	Dead End				
	0.19	140	R	From:	Dead End	NA		NA	12/02/2002
762	0.19	140	IX	To:	92-655	INA		INA	12/03/2002
				From:	92-670				
(763)	0.14	110	R			NA		NA	1995
				To:	Dead End				
			_	From:	Dead End				
764)	0.19	220	R	To:	SR 16	NA		NA	11/07/2002
				From:					
(765)	0.08	40	R		92-637	NA		NA	12/10/2002
				To:	Dead End				
				From:	92-601				
766	0.40	10	R			NA		NA	10/23/2002
				To:	92-601				
707	0.30	40	R	From:	Dead End	NA		NA	11/22/2002
(767)	0.30	40	IX	To:	92-644	INA		INA	11/22/2002
				From:	92-626				
768)	0.55	60	R			NA		NA	12/10/2002
				To: From:	0.55 MN 92-626				
768)	0.15	60	R			NA		NA	12/10/2002
				To:	Dead End				
\bigcirc	0.04	40	_	From:	92-660			N.1.A	44/00/0000
769	0.21	40	R	To:	Dead End	NA		NA	11/26/2002
				From:	Russell CL; 83-770				
770	0.96	280	R	<u> </u>	Russell CL, 03-770	NA		NA	12/12/2002
				To:	92-609				
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					l azeweli Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tra	OC	gK r	Dir Factor	AAWDT	QW	Year
Tazewell County				From:	Dead End	1					
771)	0.06	90	R		Dead End	NA NA			NA		11/26/2002
				To: From:	92-795	1					
(771)	0.07	50	R			NA			NA		11/26/2002
				To:	92-709						
	0.70	570	R	From:	Russell County Line	_ NA			NA		1005
(772)	0.73	370	K	To:	92-670				INA		1995
				From:	Dead End						
773	0.23	90	R			NA			NA		12/10/2002
				To:	92-631						
	0.10	460		From:	92-807				NIA		11/26/2002 11/26/2002 11/26/2002 11/22/2002 11/22/2002 12/17/2002 12/17/2002 12/17/2002 12/17/2002 12/17/2002 12/17/2002 12/17/2002 12/17/2002 12/17/2002
774	0.10	160	R	To:	92-644	¬ NA			NA		11/22/2002
				From:	92-629	1					
775)	0.18	660	R)2-02)	NA			NA	1995 12/10/200 11/22/200 1995 11/22/200 12/17/200 12/17/200 12/17/200 12/17/200 12/17/200 12/17/200 12/17/200 12/17/200 12/17/200 12/17/200 12/17/200	1995
				To:	Dead End						
				From:	Dead End						
776	0.10	80	R	т	02.644	NA NA			NA		11/22/2002
				To:	92-644						
777	0.10	40	R	From:	Dead End	 NA			NΔ		12/17/2002
777	0.10			т	0.101/07 17 1	7			IVA		12/11/2002
777)	0.15	70	R	From:	0.10 MS Dead End	NA			NA		12/17/2002
	0.10		• • •	To:	US 460	1					12/11/2002
				From:	92-805						
(778)	0.10	110	R			NA			NA		12/17/2002
				From:	0.10 MN 92-805						
778)	0.33	80	R			NA			NA		12/17/2002
				To:	Dead End						
	0.40	470	_	From:	Dead End				N 1.0		12/17/2002
779	0.12	170	R			NA _			NA		10/23/2002
	0.11	400		From:	0.12 MW Dead End				NIA.		40/02/2002
779	0.11	190	R	To:	92-604	¬ NA			NA		10/23/2002
				From:	Dead End				NA 12/ NA 12/ NA 12/ NA 10/ NA 12/ NA 10/ NA 12/ NA 12/ NA 12/ NA 12/ NA 12/		
(780)	0.13	240	R		Dead Life	NA			NA		12/17/2002
				To:	92-730						
				From:	US 19						
(781)	0.80	120	R	To:	***	NA			NA		12/03/2002
				From:	US 19						
700	0.05	130	R	From:	SR 102	∟ NA			NΔ		11/26/2002
782	0.00	100	• • • • • • • • • • • • • • • • • • • •	т	00.5(1	¬ 'V'			1471		11/20/2002
700	0.35	170	R	From:	92-761	NA			NA		11/26/2002
782				To:	92-643						
				From:	US 460 WEST						
783	0.03	280	R	<u> </u>		NA			NA		12/17/2002
				To: From:	0.03 ME US 460 WEST						
783)	0.27	210	R			NA			NA		12/17/2002
				From:	0.30 ME US 460 WEST						
783	0.40	420	R			NA			NA		12/17/2002
				To:	US 460 EAST						

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Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K I Factor	QK Dir Factor	AAWDT	QW Year
azewell County				From:	92-644				
784)	0.35	200	R			NA		NA	11/22/200
				Tn·	92-748				
	0.07	30	R	From:	Dead End	J NA		NA	11/22/200
785	0.07	30	K		22.000	7		INA	11/22/200
785)	0.07	90	R	From:	92-809	NA		NA	11/22/200
765)	0.0.			To:	92-644]			==. ===
				From:	Dead End				
786	0.50	100	R			NA		NA	12/10/200
				To: From:	92-790]			
786	0.05	190	R	To:	02.626	NA T		NA	12/10/200
				From:	92-626	<u> </u>			
787)	0.20	60	R		92-617	J NA		NA	12/17/200
101)				To:	Dead End	1			
				From:	SR 61				
788	0.22	140	R			NA		NA	12/05/200
				To: From:	Dead End	1			
700	0.10	20	R	FIOIII.	Dead End	J NA		NA	10/23/200
789	0.10		• • • • • • • • • • • • • • • • • • • •	To:	US 19 BUS	1		101	10/20/200
				From:	92-786				
90) 0.4	0.40	110	R			NA		NA	12/10/200
				To:	Dead End				
791) 0.	0.16	100	R	From:	92-801	NA		NA	12/10/200
	0.10	100	K	To:	92-637]		INA	12/10/200
				From:	92-752				
792	0.10	130	R			NA		NA	12/17/200
				To:	Dead End				
	0.27	2000	В	From:	NCL Tazewell	, NA		NIA	10/22/200
793)	0.37	3000	R	To:	NCL Tazewell	NA T		NA	10/23/200
				From:	92-771				
795	0.05	90	R	<u></u>		NA		NA	11/26/200
				To: From:	0.05 ME 92-771]			
795)	0.04	170	R			NA		NA	11/26/200
				To:	SR 102				
	0.30	70	R	From:	92-655	J NA		NA	11/22/200
796)	0.30	70	K	To:	Dead End]		INA	11/22/200
				From:	Dead End				
797)	0.10	80	R			NA		NA	12/17/200
				To:	92-687				
	0.00	000		From:	92-799			NIA.	44/00/000
798)	0.09	200	R	To:	92-644	NA T		NA	11/22/200
				From:	92-798	<u> </u>			10/23/200 12/10/200 12/10/200 12/17/200 11/26/200 11/26/200 11/22/200 11/22/200
799	0.14	160	R		74-170	NA NA		NA	11/22/200
				To	92-702	1			
				From:	Dead End				
800	0.08	70	R	т	00.711	NA T		NA	11/22/200
				To:	92-644	I			

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Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	C K QK Dir Factor Factor	AAWDT QV	V Year				
Tazewell County				From:	92-631							
801	0.04	100	R	-		NA	NA	12/10/2002				
				To: From:	92-791							
801)	0.23	100	R	To	92-637	NA I	NA	12/10/2002				
				From:	SR 102							
802	0.60	110	R			NA	NA	1995				
				To-	Dead End							
000	0.20	60	R	From:	92-644	NA	NA	11/22/2002				
803	0.20	00		To:	Dead End	INA	IVA	11/22/2002				
				From:	US 460							
804	1.33	470	R			NA	NA	12/17/2002				
				From:	92-669			404474000				
804)	0.38	270	R	To:	92-687	NA I	NA	12/17/2002				
				From:	US 460							
805)	0.06	110	R		03 400	NA	NA	12/17/2002				
				To:	92-778							
805	0.06	NA		110111.		NA	NA					
				To:	Dead End							
806)	0.37	3200	R	From:	SR 67	l NA	NA	1995				
806)	0.07	3200		To	US 460	INA	IVA	1000				
				From:	92-774							
807)	0.10	50	R	. —		NA	NA	11/22/2002				
				To:	Dead End							
000	0.45	60	R	From:	92-697	NA	NA	11/26/2002				
808	00			To:	Dead End							
				From:	Dead End							
809	0.20	40	R	To:	22.70	NA	NA	11/22/2002				
								From:	92-785			
(810)	0.20	10	R	r tom.	92-643	NA NA	NA	12/10/2002				
010				To:	Dead End							
$\widehat{}$				From:	Dead End							
811)	0.61	190	R	To:	92-609	NA I	NA	12/12/2002				
				From:	92-631 WEST							
812	0.17	80	R		72-031 WES1	NA	NA	12/10/2002				
				To:	92-631 EAST							
$\overline{}$				From:	Dead End							
813)	0.05	9	R			NA -	NA	1995				
	0.10	40	R	From:	0.05 ME Dead End	NA	NA	1995				
813)	0.10	40	ĸ	To:	92-620	INA 	INA	1995				
				From:	92-609							
814)	0.11	20	R			NA	NA	12/12/2002				
				To:	Dead End							
	0.20	110	R	From:	92-644	N/A	NA	11/22/2002				
815)	0.20	110	ĸ	To:	Dead End	NA I	NA	11/22/2002				
				From:	92-748							
816)	0.32	60	R	<u> </u>		NA	NA	11/22/2002				
				To:	Dead End							

					razeweli Mairiteriarice Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K QK Factor	Dir Factor AAWDT QW	/ Year		
Tazewell County				From:	Dead End					
817)	0.05	40	R		= 0.00 co.00	NA	NA	12/05/200		
				To: From:	0.05 ME Dead End					
817)	0.48	90	R			NA	NA	12/05/2002		
				To:	SR 61					
010	0.61	980	R	From:	92-720	NA NA	NA	12/03/200		
818	0.0.			To:	Dead End					
				From:	92-636					
819	0.60	20	R		P 12 1	NA	NA	12/10/200		
				To:	Dead End					
820	0.02	240	R	From:	Dead End	NA NA	NA	10/23/200		
(820)	0.02	2-10	• • • • • • • • • • • • • • • • • • • •	To:	US 19	14/1	107	12/05/200 12/05/200 12/05/200 12/03/200 11/22/200 11/22/200 11/22/200 11/23/200 11/07/200 11/07/200 11/07/200 11999		
				From:	Dead End					
821)	0.10	20	R			NA	NA	11/22/200		
				To:	92-657					
	0.17	70	R	From:	Dead End	NA NA	NA	11/22/200		
822	0.17	70	IX.	To:	92-657	IN/A	IVA	11/22/200		
				From:	SR 91					
824)	0.16	30	R			NA	NA	10/23/2002		
				To:	SR 91					
825	0.04			From:	Dead End	NIA.	NIA	44/00/000		
	0.34	50	R	To:	92-644	NA I	NA	11/22/200		
				From:	US 19; US 460					
826	0.18	160	R		55 15, 65 166	NA	NA	10/23/2002		
				To:	Dead End					
\bigcirc				From:	92-818					
827)	0.08	160	R	To:	Dead End	NA I	NA	12/03/200		
				From:	SR 16					
830	0.35	410	R		SK 10	NA	NA	11/15/200		
				To:	92-643					
\bigcirc		670		From:	NCL Tazewell					
831)	0.56		670	670	670	R			NA	NA
$\overline{\bigcirc}$	0.45	222		From:	92-732			44/07/000/		
831)	0.15	330	R			NA	NA	11/07/2002		
	1.41	220	R	From:	92-733	NA	NA	11/07/2001		
831)	1.41	220	ĸ	To:	92-645	INA	INA	1 1/01/2002		
				From:	Cul-de-Sac					
833)	0.28	60	R			NA	NA	1999		
				To:	92-618			•		
834)	0.40	420	г.	From:	US 19	NIA	NIA	1000		
	0.19	430	R	To:	Dead End	NA I	NA	1999		
				From:	Cul-de-Sac			12/10/200 10/23/200 11/22/200 11/22/200 10/23/200 11/22/200 11/07/200 11/07/200 11/07/200 11/07/200 11/07/200		
835)	1.22	500	R		Can do Dao	NA	NA	1995		
				To:	US 19; 92-719					
\bigcirc				From:	92-735					
836)	0.37	100	R	To:	C.1 J. C	NA I	NA	1999		
				10.	Cul-de-Sac					

					I azewell Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K QK Factor I	Dir Factor AAWDT QW	Year	
Tazewell County				From:	92-637				
(837)	0.16	470	R			NA	NA	1999	
				To:	Dead End				
(020)	0.30	160	R	From:	Dead End	NA	NA	1999	
838)	0.50	100		To:	92-837	1	IVA	1000	
				From:	92-637				
840	0.05	20	R			NA 1	NA	12/12/200	
				To: From:	Dead End				
841)	0.07	30	R	FIOIII.	92-637	J NA	NA	12/12/200	
041)	0.0.			To:	Dead End]			
				From:	Cul-de-Sac/				
844	0.41	NA		To:	00.00.000.00	NA 1	NA		
				From:	92-00602(B)/	<u> </u>			
845)	0.25	220	R	FIOIII.	92-846	NA	NA	11/26/2002	
(643)	0.20			To:	92-660]			
				From:	92-845				
846)	0.05	49	R	. —		NA 1	NA	11/26/200	
					From:	Dead End	<u> </u>		
847)	0.14	NA		From:	92-655	NA	NA		
41)	0.11			To:	Cul-de-Sac]			
				From:	Dead End				
348	0.62	NA				NA	NA		
				To-	Cul-de-Sac				
	0.37	NA		From:	Cul-de-Sac	NA	NA		
849	0.07	147		To:	92-603]	107		
				From:	92-651				
850	0.68	130	R			NA	NA	11/15/200	
				To:	Cul-de-Sac				
(854)	0.23	20	R	From:	92-1260; FR-607	NA	NA	12/17/2002	
(854)	0.20			To:	Dead End				
					From:	92-631			
(855)	0.20	40	R			NA	NA	1999	
				To:	Cul-de-Sac				
000	0.17	NA		From:	Cul-de-Sac	J NA	NA		
860	0.17	NA.		To:	92-644]	IVA		
			_	From:	US-00019(B)/				
871)	0.07	NA				NA	NA		
				To:	Dead End/				
(000)	0.32	180	R	From:	US 19	NA	NA	1999	
(880)	0.02	100		To	Dead End]	10.0	1000	
				From:	92-886				
885)	0.22	180	R			NA	NA	1999	
				To:	92-723				
<u></u>	0.19	E0	P	From:	92-887	NA	NA	1999	
886	0.19	50	R	To:	92-885	INA]	INA	1999	
				From:	Dead End				
887)	0.03	10	R			NA	NA	1999	
\bigcup				To:	92-886				

					razeweli Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC K QK Dir Factor Fact	A A \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	V Year
Tazewell County				From:	92-886			
887	0.17	46	R		92-880	NA	NA	1999
001)				To	92-723			
				From:	Dead End			
1001)	0.45	49	R	'		NA	NA	11/22/200
				To: From:	92-1006			
(1001)	0.33	210	R			NA	NA	11/22/2002
				To: From:	92-1007			
1001)	0.15	180	R			NA	NA	11/22/200
				From:	92-1002			
1001	0.24	240	R			NA	NA	11/22/200
				To: From:	92-1005			
1001)	0.14	350	R			NA	NA	11/22/200
				To:	92-644			
	• • •		_	From:	92-1006			1000
(1002)	0.14	70	R	To:	02 1001 Car Tamaina	NA	NA	1999
				From:	92-1001 Gap Terminus 92-644 Gap Terminus			
(1002)	0.06	70	R			NA	NA	11/22/2002
				To:	92-1003			
				From:	92-758			
1003	0.15	260	R			NA	NA	11/22/2002
				To: From:	92-1002			
1003	0.10	300	R			NA	NA	11/22/2002
				To:	92-644			
	0.47	40	_	From:	Dead End			4.4.100.1000
1004	0.17	40	R	To:	92-644	NA	NA	11/22/2002
				From:				
	0.15	30	R	From:	Dead End	NA	NA	11/22/200
1005	0.13	30	11			TVA	IVA	11/22/200
	0.09	90	R	From:	92-1006	NA	NA	11/22/200
1005	0.09	30	K	To	92-1001	INA	INA	11/22/200/
				From:	92-1001			
(1006)	0.25	40	R	<u></u>	72 1001	NA	NA	1999
				To:	92-1002			
1006	0.30	50	R	From:	72-1002	NA	NA	11/22/2002
1000				To:	92-1005			
				From:	92-1001			
(1007)	0.10	250	R	'		NA	NA	11/22/2002
				To: From:	92-644			
1007	0.18	80	R			NA	NA	11/22/2002
				To:	92-758			
				From:	Cul-de-Sac			
(1010)	0.30	120	R			NA	NA	11/05/2002
				To:	92-651			
	0.40	60	R	From:	Cul-de-Sac	NIA	NA	11/15/2004
1011)	0.12	60	ĸ	To:	92-1010	NA	INA	11/15/2002
				From:	Dead End			
(1020)	2.25	NA			Deau Ellu	NA	NA	
1020)	2.20			To:	92-719		177	
				From:	92-604			
1040	1.35	150	R	<u> </u>	~- ~~ .	NA	NA	1999
				To	Dead End			
								

					I azewell	Maintenance Area	1							
Route	Length	AADT	QA	4Tire	Rue	Truck e 3+Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Tazewell County				From:		92-1040	ī							
(1041)	0.38	40	R			92-1040			NA			NA		1999
				To:		Dead End								
\bigcirc	0.00	440		From:	I	Begin Loop								1000
(1045)	0.60	110	R						NA			NA		1999
	0.10	160	R	From:		End Loop	-		NA			NA		1999
(1045)	0.10	100		To:		US 19			14/3			14/-3		1000
Town of Pocahontas														
	0.06	610	R	From:		Dead End			NA			NA		1986
(1101)	0.06	010	ĸ						INA			INA		1900
(1101)	0.12	380	R	From:		92-1103			NA			NA		1986
	• • • • • • • • • • • • • • • • • • • •			To:		Dead End								
				From:		Dead End								
(1102)	0.07	510	R						NA			NA		1986
				From:		92-1103								
(1102)	0.12	150	R	To:		Dead End			NA			NA		1986
				From:		Dead End	1							
(1103)	0.06	510	R			Dead End			NA			NA		1995
				To:		92-1102								
(1103)	0.05	1400	R	From:					NA			NA		1995
				To: From:		92-1101	ŀ							
1103	0.07	2900	R	110111					NA			NA		1995
				From:		92-644	-							
1103	0.05	1500	G	96% To:	1% 2%		0%	С	0.090	F	0.59	1500	G	2003
				10.	0.0	5 MN 92-644								
Tazewell County				From:		92-1111	I							
(1110)	0.09	130	R						NA			NA		10/23/2002
				To:		SR 91								
	0.05	60	R	From:		Dead End			NA			NA		1999
(1111)	0.03	00	K	т					INA			INA		1999
(1111)	0.15	80	R	From:		92-1110			NA			NA		10/23/2002
	0.10		• • • • • • • • • • • • • • • • • • • •	To:		Dead End								10/20/2001
				From:		Cul-de-Sac								
(1120)	0.15	NA		~		02.1125			NA			NA		
				To: From:		92-1122								
(1121)	0.14	NA		riom:		92-1120			NA			NA		
(1121)	Ų. I T			To:	(Cul-de-Sac			, \					
				From:		92-1120								
(1122)	0.12	NA		_T					NA			NA		
				To:	(Cul-de-Sac								
Town of Cedar Bluff				From:	U	IS 460 BUS	I							
(1201)	0.52	40	R	<u> </u>					NA			NA		12/17/2002
				To:		S 460 BUS								
<u></u>	0.00	70	Б	From:		Dead End			NIA			NI A		1001
(1202)	0.03	70	R	,—					NA			NA		1991
(1202)	0.16	230	R	From:		92-1203			NA			NA		1991
(1202)	0.10	200	11	To:	U	IS 460 BUS	<u> </u>		1 1/7			INA		1991
		_									_			

					I azeweli Maintenance Area				
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	OC:	QK Dir Factor	AAWDT QW	Year
Town of Cedar Bluff				-					
1202)	0.29	610	R	From:	US 460 BUS] NA		NA	1991
1202)				To:	92-1205]			
1202	0.10	490	R	From:	72 1200	NA		NA	1991
				To:	92-631				
\bigcirc	0.40	420		From:	92-1202) NA		NIA	1001
(1203)	0.10	430	R	To:	US 460 BUS	NA]		NA	1991
				From:	Dead End				
1204	0.06	250	R			NA		NA	1986
_				To: From:	US 460 BUS]			
1204	0.03	160	R	To:	D 15 1	NA 1		NA	1991
				From:	Dead End	<u> </u>			
1205	0.10	320	R	FIOIII.	US 460 BUS	NA NA		NA	1986
1203)	00			To:	92-1202]			
Fazewell County									
	0.07	330	R	From:	62-1208] NA		NA	12/17/2002
(1206)	0.07	330		To:	92-631]		IVA	12/11/2002
				From:	92-1208				
1207)	0.03	400	R			NA		NA	1986
				To:	92-631				
	0.00	240	_	From:	92-1206) NA		NIA	1006
1208	80.0	240	R	_		NA •		NA	1986
	0.12	140	R	From:	92-1207	NA		NA	1986
1208	0.12	140	.,	To:	Dead End]		107	1000
Town of Cedar Bluff									
	2.12		_	From:	92-707				1000
(1209)	0.18	240	R	To:	92-707	NA 1		NA	1986
				From:	92-621	<u> </u>			
(1210)	0.10	60	R		72-021	NA		NA	1999
				To:	NCL Cedar Bluff]			
Tazewell County				From:	NGI G. I. DI W	1			
(1210)	0.25	40	R	r toni.	NCL Cedar Bluff	J NA		NA	12/17/2002
(1210)	0.20			To:	Dead End]			
Town of Cedar Bluff									
	0.10	40		From:	Dead End) NA		NIA	1000
(1211)	0.10	49	R			NA •		NA	1999
	0.05	140	R	From:	92-1212	NA NA		NA	12/17/2002
(1211)	0.03	140	K	To:	92-621]		NA	12/11/2002
				From:	92-1211				
(1212)	0.43	170	R		-	NA		NA	12/17/2002
				To:	92-621				
\bigcirc	. . =		_	From:	Dead End				1011=1=1
(1213)	0.15	130	R	To:	LIC 460 DIJC	NA 1		NA	12/17/2002
F. H.C. 1					US 460 BUS	<u> </u>			
Fazewell County				From:	Dead End				
(1214)	0.40	1000	R			NA		NA	12/17/2002
				To:	WCL Richlands				

					Truels	1/	Dis	
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir AAWDT	QW Year
Tazewell County				From:	92-1216	ĺ		
(1215)	0.21	290	R			NA	NA	1995
				To-	92-724			
	0.14	170	R	From:	92-1215	NA NA	NA	1995
1216	0.14	170	K	To:	Dead End]	INA	1995
				From:	Dead End			
1218)	0.13	NA				NA	NA	
				To:	92-1219			
	0.62	620	R	From:	US 19	J NA	NA	1995
1219	0.02	020	IX.	To:	Dead End]	IVA	1995
				From:	Cul-de-Sac			
1220	0.19	140	R			NA	NA	1986
				To: From:	92-1225	<u> </u>		
1220	0.07	510	R			NA	NA	1986
				To: From:	92-1224]		
(1220)	0.21	490	R			NA	NA	1986
	0.40	070		From:	92-1223]	NIA.	1000
(1220)	0.16	870	R			NA -	NA	1986
(1220)	0.16	880	R	From:	92-1221	NA	NA	1986
(1220)	0.10	000	K	т.,		1 NA	INA	1900
	0.27	2000	R	From:	92-1227	NA	NA	12/17/2002
1220	0.21	2000		To:	92-609]	INA	12/11/2002
				From:	92-1222			
(1221)	0.07	290	R			NA	NA	1986
				To:	92-1220			
(100)	0.20	280	R	From:	92-1221	J NA	NA	1986
1222	0.20	200		To:	02 1222	1	IVA	1300
(1222)	0.08	80	R	From:	92-1223	NA	NA	1999
				To:	Cul-de-Sac			
				From:	92-1227			
1223	0.07	470	R			NA	NA	1986
				From:	92-1225	}		
(1223)	0.27	100	R			NA -	NA	1986
$\overline{}$	0.00	440	_	From:	92-1220		NIA	4000
1223	0.06	140	R	To:	92-1222	NA 1	NA	1986
				From:	92-1226			
1224	0.16	250	R	<u>. </u>		NA	NA	1986
				To:	92-1220]		
\bigcirc	0.45	040	-	From:	92-1223		NIA.	1000
1225	0.15	240	R			NA •	NA	1986
4005	0.10	160	R	From:	92-1226	NA	NA	1986
(1225)	0.10	100	1	To:	02.1227	1	INA	1900
(1225)	0.13	300	R	From:	92-1227	NA	NA	1986
(1225)	0.10			To	92-1220			
				From:	92-1225			
1226	0.06	230	R	_		NA	NA	1986
				To:	92-1224	<u> </u>		

					I azeweli Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K QK Factor	Dir Factor AAWDT QW	Year
Tazewell County				From:	92-1225	<u> </u>		
1227)	0.27	240	R	<u> </u>	72-1223	NA NA	NA	1986
				To:	92-1223	<u> </u>		
1227	0.38	590	R	110111		NA	NA	1986
				To: From:	92-1228			
1227	0.07	740	R	_		NA	NA	1986
				To:	92-1220			
(1000)	0.37	240	R	From:	92-1227	I NA	NA	1986
1228	0.07	2-10		To:	Dead End]	14/1	1000
				From:	US 19			
1229	0.39	280	R			NA	NA	1999
				To:	Dead End			
	0.00	E00	В	From:	US 19	NA	NIA	1005
1230	0.90	580	R	To:	92-1233	NA I	NA	1995
				From:	92-1230			
1231)	0.20	500	R		72	NA	NA	1999
				To:	92-1232			
\bigcirc				From:	92-1233			
1232	0.20	310	R	To:	92-1231	NA I	NA	1995
				From:				
1233	0.70	250	R		92-1230	I NA	NA	1995
(1200)				To:	92-1232			
				From:	US 460; 92-719			
(1234)	0.79	680	R	_		NA	NA	1995
				To:	92-1233			
	0.19	1100	R	From:	US 460	J NA	NA	1995
(1235)	0.19	1100	IX.	To:	Dead End		INA	1990
				From:	US 460			
1236)	0.08	NA				NA	NA	
				To:	92-1235			
	0.05			From:	92-1233	NA.	NIA	
(1237)	0.05	NA		To:	92-1253	NA I	NA	
				From:	92-1230			
1238)	0.26	NA			7L-1LJV	NA	NA	
				To:	92-1239			
$\overline{}$				From:	92-1230			
1239	0.20	NA		To:	02 1220	NA I	NA	
				From:	92-1238			
1240	0.32	170	R	r rom.	92-603	I NA	NA	12/12/200
	J.U_			To	Dead End	<u> </u>		
				From:	92-1242			
1241	0.21	90	R			NA	NA	12/12/200
				To:	92-1240			
	0.09	30	R	From:	92-603	NA NA	NA	12/12/200
1242	0.09	30	ĸ	To:	92-1241	INA]	INA	1211200
				From:	Dead End/			
1243	0.18	NA				NA	NA	
				To:	92-01229(B)/			

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	QC K Factor	QK Dir Factor	AAWDT ()W Year
Tazewell County				From:	Dead End/	i			
1244	0.23	NA			Dead End/	NA		NA	
				To	92-01229(B)/]			
				From:	Cul-de-Sac	J			
1245)	0.50	420	R	_		NA		NA	12/12/200
				To:	92-603				
	0.33	NA		From:	92-00838(L)/	J NA		NA	
1246	0.55	INA		To:	Dead End/	1		INA	
_				From:	Dead End	1			
1247) Forest Hills Drive	0.60	NA			2 000 200	NA		NA	
				To:	92-610				
<u> </u>				From:	Dead End/	J			
1248	0.34	NA		_		NA		NA	
				To:	92-01214(L)/				
\bigcirc	0.07	220	_	From:	US 19			NIA	4000
1250	0.07	230	R	To:	92-1251	NA 1		NA	1999
				From:	92-1250				
1251)	0.05	120	R		72-1230	NA		NA	1999
				To	92-1230				
				From:	Dead End]			
1252	0.25	110	R			NA		NA	1999
				To:	92-1231; 92-1232				
	0.00	60	_	From:	92-1233]		NIA	4000
1253	0.36	60	R			NA -		NA	1999
$\overline{}$	0.45	40		From:	92-1237	<u> </u>		NIA	4000
1253	0.15	40	R	To:	Cul-de-Sac	NA 1		NA	1999
				From:	92-1230				
1254	0.22	80	R		92-1230	NA		NA	1999
1234)	-			To:	Dead End	1			
				From:	FR 607				
1260	0.40	150	R			NA		NA	1999
				To:	Dead End				
\bigcirc	0.05		_	From:	NCL Tazewell]			1001
1301)	0.35	50	R	To:	Dead End	NA 1		NA	1991
_				From:	SR 61	1			
1302	0.23	310	R		SK 01	NA NA		NA	1986
1502)				To	Dead End				
				From:	Dead End				
1303	0.11	50	R			NA		NA	1999
				To: From:	0.11 ME Dead End	1			
1303	0.11	60	R			NA		NA	1986
				To:	92-678				
$\overline{}$			_	From:	92-600				100-
1305)	0.14	210	R	_		NA		NA	1986
$\overline{}$				From:	92-1306	<u> </u>		N1.	100-
1305	0.04	60	R	To	Dood End	NA 1		NA	1986
					Dead End	<u> </u>			
1306	0.07	40	R	From:	92-1305	J NA		NA	1986
			- 11			INA		13/3	1300

					razewen Mantenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K QK Factor	Dir AAWDT QW Factor	Year
Tazewell County				From:	02.600	1		
(1307)	0.13	80	R		92-600	I NA	NA	1986
				To	92-1306			
				From:	Cul-de-Sac/			
1308	0.47	NA		To:	92-01310(B)/	NA 1	NA	
				From:	92-01310(B)/ 92-01308(B)/	<u> </u>		
(1309)	0.19	NA			92-01300(B)/	J NA	NA	
				To:	Cul-de-Sac/			
				From:	ECL Tazewell			
1310	0.28	440	R	To:	Dead End	NA 1	NA	1986
				From:				
(1211)	0.11	NA		rioin.	92-1310	J NA	NA	
(1311)	• • • • • • • • • • • • • • • • • • • •			To:	92-1312]		
				From:	92-1311			
(1312)	0.08	NA				NA	NA	
				To:	Charles Street			
	0.04	340	R	From:	92-1318	J NA	NA	1986
1315	0.04	340	IX.	To:	ECL Tazewell]	IVA	1900
				From:	92-1318	1		
1316	0.06	150	R			NA	NA	1986
				To:	92-600			
	0.06	50		From:	92-1318		NIA	1000
(1317)	0.06	50	R	To:	92-600	NA 1	NA	1999
				From:	92-1315	<u> </u>		
1318	0.20	220	R	<u>. </u>	22.000	NA	NA	1986
				To: From:	92-1316	1		
1318	0.06	70	R			NA	NA	1986
				To:	92-1317			
	0.22	200		From:	Dead End		NIA	1000
1325	0.32	290	R	To:	SCL Tazewell	NA 1	NA	1999
				From:	92-1325	<u>.</u>		
(1326)	0.11	70	R			NA	NA	1999
				To:	Cul-de-Sac			
\bigcirc				From:	92-1331			
1330	0.20	430	R	To:	92-735	NA 1	NA	12/05/2002
				From:	92-1330	<u> </u>		
1331	0.26	320	R	<u> </u>	72-1330	NA	NA	12/05/2002
				To:	92-1335			
				From:	92-1331			
(1332)	0.20	230	R	To:	02.505	NA 1	NA	12/05/2002
				From:	92-735 92-1330	<u> </u>		
(1333)	0.09	NA		·····L	92-1330	J NA	NA	
				To:	92-1332	1		
				From:	92-1330]		
1334)	0.24	NA				NA	NA	
				To:	92-1335	<u> </u>		
	0.06	NA		From:	92-1331] NA	NA	
1335)	0.00	IVA		To	92-1334]	INA	
						•		

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Route	Length	AADT	QA	4Tire	Bus		uck 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Fazewell County				From:		92-1337								
(1336)	0.20	30	R	<u> </u>		92-1337			NA			NA		1999
(1550)				To:		92-735								
				From:		SR 61								
(1337)	80.0	390	R						NA			NA		1999
				To: From:		92-1336	-							
(1337)	0.01	260	R						NA			NA		1999
				To:		Dead End								
	0.40	400	_	From:		SR 61 WEST			NIA			NIA		40/05/000
1340	0.49	190	R	To:		SR 61 EAST			NA			NA		12/05/200
				From:		92-1340 WEST								
1341)	0.17	60	R			92-1340 WEST			NA			NA		12/05/200
1341)	0.11	•	•••	To:		92-1340 EAST								12/00/200
				From:		92-1340 WEST								
1342	0.16	40	R						NA			NA		12/05/200
				To:		92-1340 EAST								
				From:		92-1405								
1401)	0.06	180	R						NA			NA		1986
				To: From:		92-1404								
1401)	0.06	270	R						NA			NA		1986
				To: From:		92-1403								
1401)	0.04	420	R						NA			NA		12/03/200
				To:		US 19								
$\overline{}$				From:		92-1403								
1402	0.05	290	R						NA			NA		12/03/200
				To:		US 19								
	0.05	50	_	From:		92-1401			NIA			NIA		4000
1403	0.05	50	R				1		NA			NA		1986
$\overline{}$	0.45	440		From:		92-1402			NIA			NIA		4000
1403	0.15	110	R	To:		92-1404			NA			NA		1986
				From:		92-1404								
1404)	0.13	100	R			92-1401			NA			NA		1986
1404)	0.10	.00		To:		02.1402								1000
	0.20	80	R	From:		92-1403			NA			NA		1986
1404	0.20	00		To:		92-1405			14/1			147.		1000
				From:		92-1401	Ī							
1405	0.26	90	R	<u> </u>		2= -101			NA			NA		1986
				To:		92-1404								
				From:		92-754								
1410	0.35	460	R						NA			NA		12/03/200
				To:		US 19								
\bigcirc				From:		92-678								
1420	0.20	110	R	To:		02.1421	 1		NA			NA		1995
				From:		92-1421								
	0.09	30	R	From:		92-1420			NA			NA		1995
1421)	0.09	30	ĸ	To:		92-1423			INA			INA		1990
				From:		92-1423								
1422	0.03	30	R	<u></u>		74-1443			NA			NA		1995
1722				To:		Dead End								
				From:		92-678								
1423	0.16	120	R	<u> </u>		. 0,0			NA			NA		1995
				To		92-1421								

					I az	zeweli Maintenance Area	<u> </u>							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Tazewell County				From:		US 19	i							
(1501)	0.05	420	R			08 19			NA			NA		12/03/2002
				To: From:		92-1502]-							
(1501)	0.10	150	R						NA			NA		1986
				From:		92-1503								
1501	0.09	70	R	To:		92-1504			NA			NA		1986
				From:		92-1501	1							
1502	0.07	50	R			7 - 7 - 7			NA			NA		1986
				To:		Dead End								
(1500)	0.12	50	R	From:		92-1501			NA			NA		1999
1503	0.12	50		To:		Dead End			INA			14/-3		1555
_				From:		92-1501								
1504	0.20	70	R	To:					NA			NA		1986
				From:		92-1505								
(1505)	0.12	60	R			Dead End			NA			NA		1999
				To		92-1504	<u> </u>							
1505)	0.16	60	R	rioii.					NA			NA		1986
				From:		Begin Loop	-							
1505	0.35	40	R						NA			NA		1986
	0.00	20		From:		92-1506 NORTH	-		NIA			NIA		1000
(1505)	0.02	30	R			00 1 50 C 0 0 X VIII X			NA			NA		1986
(1505)	0.04	40	R	From:		92-1506 SOUTH			NA			NA		1986
(1303)				To		End Loop								
\sim				From:		92-1505								
1506	0.06	10	R	To:		92-1505			NA			NA		1986
				From:		US 19; 92-744								
(1509)	0.07	240	R			05 17, 72-744			NA			NA		12/03/2002
				To:		Dead End								
	0.24	150	ь	From:		Dead End			NA			NA		12/10/2003
1510	0.24	150	R	To:		02.1511			INA			INA		12/10/2002
(1510)	0.16	190	R	From:		92-1511			NA			NA		12/10/2002
				To:		92-631								
			_	From:		Dead End								
1511)	0.05	30	R	To:		92-1510			NA			NA		12/10/2002
				From:		US 19								
1520	0.12	350	R			0517			NA			NA		12/03/2002
<u> </u>				To:		92-1521								
\bigcirc	0.40	242		From:	•	92-1520			NIA			NIA		12/05/2000
(1521)	0.13	210	R	To:		92-1522			NA			NA		12/05/2002
				From:		Dead End	1							
1522	0.15	90	R						NA			NA		12/03/2002
				To:		92-1521								
	0.39	160	В	From:		92-664			NIA			NIA		12/02/2002
1523	0.28	160	R	To:		Dead End			NA			NA		12/03/2002

					l azewell Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(:	QK Dir Factor	AAWDT QV	V Year
Tazewell County				From:	Dead End				
1524)	0.13	40	R		Denn E.M.	NA		NA	1999
				To:	Locust Street				
1524	0.06	46	R	rioni.		NA		NA	1999
<u> </u>				To: From:	92-1523				
1524	0.05	49	R	FIOIII.		NA		NA	1999
\bigcirc				To:	92-1525				
\bigcirc				From:	92-1526				
1525	0.24	60	R	To:	92-1527	NA		NA	12/03/200
				From:					
1526	0.04	60	R	110111	92-1525	NA		NA	12/03/200
1526	0.01	•	•••	To:	US 19			10.	12/00/200
				From:	22-1525				
1527	0.04	100	R			NA		NA	12/03/200
				To:	US 19				
\sim				From:	US 19				
1530	0.39	140	R	To:	D 15 1	NA		NA	1995
				From:	Dead End				
	0.20	200	R	FIOIII.	92-717	NA NA		NA	1986
9522	0.20	200		To:	Halls Mill School			IVA	1300
				From:	92-604				
9559)	0.11	100	R		72 001	NA		NA	1986
				To:	Thompson Valley School				
				From:	US 460 BUS				
9560	0.71	1100	R	_		NA		NA	1991
				To:	Richlands School				
	0.00	200	_	From:	Pocahontas High School	NI A		NIA	4000
9561	0.26	200	R	To:	92-644	NA I		NA	1986
				From:	92-637				
9562	0.15	100	R	<u> </u>	72-031	NA		NA	1991
				To:	Rivermont School				
				From:	92-1215				
9635)	0.14	770	R	_		NA		NA	1999
				To:	92-724				
\bigcirc	0.00	_	_	From:	92-627			NIA	4004
9705	0.06	5	R	To:	Bandy School	NA		NA	1991
				From:	SR 61				
9706	0.91	1300	R		SK 01	NA NA		NA	1999
3100				To:	Dead End				
				From:	NCL Tazewell; 92-793				
9707)	0.19	1700	R			NA		NA	1995
				Tn·	Tazewell Elem Sch				<u></u>
\bigcirc	0.00	740	_	From:	92-793	A I A		NIA .	4005
9708	0.29	710	R	To:	Tazewell Voc School	NA I		NA	1995
				From:	92-745				
9866	0.06	150	R	<u> </u>	72-743	NA NA		NA	1986
3550				To:	Springville School				
				From:	92-774				
9928	0.09	120	R			NA		NA	1986
				To:	Abbs Valley School				

						zeweli Mairiteriari									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
own of Bluefield															
	0.70	4.400	_	From:	00/	Montrose St	00/	00/	_	0.005	_	0.550	4000	•	000
Tazewell Ave	0.70	1400	G	99%	0%	0% 0%	0%	0%	С	0.095	F	0.579	1600	G	2003
				To: From:		Shenley Ave		-							
1 1 143 Tazewell Ave	0.18	1900	G	99%	0%	0% 0%	0%	0%	F	0.097	F	0.606	2000	G	200
143				To:		College Ave US	19								
				From:	1/13/3250	0 Ramp to US 460 Ra	ımn fr I IS	1460							
2 Hockman Pike	0.92	220	G	100%	0%	0% 0%	0%	0%	С	0.116	F	0.733	240	G	200
Hockman Pike	0.52	220	J	To:	0 70	Edgewood Road		070	O	0.110	•	0.700	240	O	200
				From:		Edgewood Rd							-		
2 Hockman Pike	0.40	1700	G	99%	0%	0% 0%	0%	0%	С	0.107	F	0.533	1800	G	200
Hockman Pike	00		_	To:	• • • • • • • • • • • • • • • • • • • •	Montross St	0,0		Ū	0		0.000	.000	•	
			_	From:	201	Hockman Pike	40/	201	_		_		4=00	_	
(3) Montross St	0.13	1600	G	99%	0%	0% 0%	1%	0%	С	0.119	F	0.539	1700	G	200
				To:		Virginia Ave									
_				From:		West Virginia State	Line						_	_	
4 College Ave	0.03	13000	G	98%	1%	0% 0%	1%	0%	F	0.082	F	0.522	14000	G	200
143/				To:		Stadium Dr									
				From:		WCL Bluefield		1							
3250) Fincastle Turnpike	0.54	2600	G	95%	1%	1% 0%	3%	0%	F	0.106	F	0.682	2800	G	200
Fincastle Turnpike	0.04	2000	3	JJ /0	1 /0	170 070	J /0	U /0	'	0.100	'	0.002	2000	J	200
$\overline{}$				From:		Hockman Pike									
3250 Fincastle Turnpike	0.15	3300	G	95%	1%	1% 0%	3%	0%	С	0.116	F	0.651	3600	G	200
UT-0/				To:		US 460 Bypass									
3250) Valley Dale St	0.91	4400	G	From: 98%	1%	0% 0%	1%	0%	F	0.094	F	0.565	4800	G	200
Valley Dale St	0.01	7700	3	JJ /0	1 /0	070 070	1 /0	U /U	'	0.034	'	0.505	7000	J	200
				From:		Mountain Lane A									
3250 Valley Dale St	0.57	5700	G	98%	1%	0% 0%	1%	0%	С	0.103	F	0.593	6100	G	200
143				To:	1	Eastbound Ramp to U	S 460								
3250) Valley Dale St	0.09	7900	G	98%	1%	0% 0%	1%	0%	F	0.100	F	0.609	8500	G	200
Valley Dale St	0.03	1300	G	70 70 To:	1 /0		1 /0	0 70	'	0.100	'	0.003	0300	U	200
						College Ave									
				From:		College Ave US									
3252 Tazewell Ave	0.44	490	G	99%	1%	0% 0%	0%	0%	С	0.121	F	0.812	530	G	200
143				To:		Hicks St									
				From:		Walnut St									
3253) Graham Ave	0.12	2200	G	97%	0%	2% 1%	0%	0%	С	0.101	F	0.727	2300	G	200
3253 Graham Ave				To:		Virginia Ave									
						· · · · · · · · · · · · · · · · · · ·									
Town of Richlands				From:		SCL Richlands		1							
4700) Kent Ridge Rd	0.30	6100	G	97%	0%	1% 1%	1%	0%	С	0.082	F	0.573	6200	G	200
(4700) Kent Ridge Rd	0.30	0100	G	97 % To:	U 7/0	Veteran St	1 70	U 70	C	0.002	ı	0.573	0200	G	200
				From:		Veteran St Veteran Dr		-							
4700) Kent Ridge Rd	0.47	5600	G	97%	0%	1% 1%	1%	0%	С	0.088	F	0.554	5700	G	200
Kent Ridge Rd	0.47	3000	G	97 % To:	U /0	Front St	1 /0	0 /0	C	0.000	Г	0.004	3700	J	200
						FIORE SE									
own of Bluefield				r I											
E+ 01		4000	_	From:		Greever Ave				0.000	_		4400	_	
East St		1000	G							0.202	F		1100	G	200
				To:		Virginia Ave									
				From:		Virginia Ave							-		
Greever Ave		1000	G							0.202	F		1100	G	200
				To:		East St									
				From:				<u> </u>							
Hicks St		020	c	<u> </u>		Tazewell Ave				0.000	Е		000	C	200
Hicks St		920	G	To		*** * * *				0.090	F		990	G	200
				To:		Virginia Ave									
Cown of Richlands															
				From:		Kent Ridge Rd									
S Front St		480	G	From:		Kent Ridge Rd Clinch Rd				0.124	F		520	G	200

Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Richlands				_								
				From:	Kent Ridge Rd							
Veteran Dr		2600	G				0.111	F		2800	G	2003
				To:	2nd St							
Town of Tazewell												
				From:	US 19; 460 Bus Fincastle Tnpk							
Ben Bolt Ave		2100	G				0.109	F		2300	G	2003
				To:	ECL Tazewell							
				From:	WCL Tazewell							
Pisgah Rd		350	G				0.126	F		380	G	2003
				To:	ALT SR16 Fairgrounds Rd							